The Literary Digest

NEW YORK, DECEMBER 20, 1930

TOPICS OF THE DAY

Stormy Start for Federal Relief

ENGINE SPUTTERING AND GEARS CLASHING, the Federal unemployment relief machine starts on its way.

That it will eventually be running along smoothly enough, correspondents at Washington readily agree, but at the beginning there is not that even, noiseless cooperation that had been anticipated by many when the Republican President and the Democratic leaders announced their "harmony" program.

"Between the Administration and the free spenders in Congress" the issue has been sharply drawn, writes Ashmun Brown in the Providence *Journal*.

President Hoover, it will be remembered, suggested a $150,000,000 emergency building program in his regular message, and then followed this up with an itemized statement telling where the money would go.

Then Congress set to work and a whole flood of bills were introduced, some of them to carry out the President's ideas, others calling for relief expenditures of all kinds, which, according to the mathematics of one Washington correspondent, would mean spending the enormous sum of $4,500,000,000. Partly because of these miscellaneous measures, partly because of the Senate's action in raising the President's $25,000,000 drought relief suggestion to $60,000,000, the President came out with a statement to the press which contained some of the strongest language Herbert Hoover has used since he went to the White House. He pointed out that the sums he recommended "are the maximum which can be financed without increase in taxes." He argued that if the Government were to raise money for relief by increase in taxes or floating bond issues, the harmful effect on business would outweigh any good that might be accomplished, for "prosperity can not be restored by raids upon the public treasury." Then turning to members of Congress out of line with their leaders who are cooperating with the Administration, he accused them of "playing politics at the expense of human misery."

Reining Him In

—Costello in the Albany "News."

AND when this came to the ears of Congress! Well, as a New York *American* correspondent put it, "President Hoover brought down upon his head a storm of denunciation such as has seldom been heard in the halls of Congress against the Chief Executive of the nation."

Rose Pat Harrison of Mississippi to declare: "President Hoover is trying to put the Democratic leadership in the hole and he is doing it deliberately."

Came Senator Caraway of Arkansas to ask this question: "Who played politics at the expense of human misery before the election?" And this was the Caraway answer to the Caraway question:

"Everybody knew of thousands of unemployed and the great disaster that had fallen on the farmer, but the man who now makes these charges minimized the disaster that had fallen upon the American people. He was unwilling to admit it before the election."

PERHAPS the climax of the day's performance was the introduction of a resolution by the progressive Republican Senator La Follette of Wisconsin stating that whereas the President's statement indicates that relief for the jobless must be restricted by "consideration for the interests of income-tax payers," therefore "it is the sense of the Senate of the United States that the relief of human suffering in this emergency should take precedence over the consideration of the interests of wealthy income-tax payers."

To another insurgent Senator, Smith W. Brookhart of Iowa, the President's statement seemed "funny" and even "silly," in particular "silly to say tax increases would fall on farmers who are broke and workers who are out of a job. Why, they haven't any money nor any income on which to pay taxes."

But after this chorus of resentment and mockery from the Senate, it is interesting to turn to the editorial pages of the newspapers to find the Hoover program almost unanimously applauded.

The Hoover indignation seems quite justified to the Philadelphia *Inquirer* (Rep.) and the Washington *Post* (Ind.). The Utica *Press* (Ind.) is convinced that "the Senate agricultural committee is actuated by politics when it more than doubles the sum recommended by President Hoover in voting relief for the drought sufferers." The New York *Times* (Ind. Dem.) thinks the President most certainly ought to have "strong support from the outside public in his efforts to keep Congress

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Don't Be Too Reckless

—Pease in the Newark "News."

from making ducks and drakes of our public finance." Papers in industrial centers like Detroit, Rochester, and Schenectady declare that President Hoover is just the man to handle an emergency of this kind and to say what money should be spent, and how.

The measures embodying the relief program being still subject to Congressional modification and compromise, editors refrain from specific characterization of them. Especial attention might, perhaps, be called to the bill, unanimously passed by the House, which distributes $110,000,000 (the President asked for $150,000,000) as follows, according to a New York *Times* dispatch:

"$80,000,000 to the Department of Agriculture for apportionment to the States as a temporary advance to meet the provisions for Federal-aid highway projects, $25,500,000 to the War Department for flood control and rivers and harbors work, $3,000,000 to the Department of Agriculture for construction and maintenance of roads and trails in the national forests, and $1,500,000 to the Department of the Interior for improvements in national parks."

"THE hysteria of relief," is the phrase the Springfield *Republican* (Ind.) uses to describe how representatives and Senators have been "seizing the opportunity to make a personal record by introducing unemployment relief bills far more liberal in the expenditure of government money than the Administration bills." And *The Republican* voices the rather despairing thought that:

"No scientific system of organizing Federal relief, or of delimiting it, for any purpose, has ever been worked out, with the result that to-day there is no effective barrier in precedent or the Constitution against whatever measures the exigency may force out of a Congress and President very sensitive to the pressures exerted by public feeling and sympathy.

"For twenty years or more individuals in Congress have proposed projects of preparedness for exactly such an unemployment crisis as now presents itself, but they have all been sidetracked by politicians the moment business has picked up. We shall now pay a price for this utter lack of planning."

Contemplating the same scene, the Boston *Globe* (Dem.) is likewise moved to uncomfortable reflection. It laments that—

"Neither at the White House nor at the Capitol are there any indications yet that a coherent policy has been or is being framed, that the power of public pressure has been gaged, or that the financial realities of the problem before the Nation have been sufficiently realized."

Here is the Federal Treasury confronted with a deficit of between $300,000,000 and $400,000,000, even tho special relief expenditures are kept down to the modest amount called for by the President. And yet, proceeds *The Globe*, "the dockets of both Houses of Congress are jammed with relief bills" calling for the spending of more millions:

"It is urged that at least $50,000,000 be allocated to the States to eke out their several relief projects.

"It is proposed by Senator Capper that 50,000,000 bushels of wheat purchased by the Farm Board be used to feed the hungry.

"It is demanded that $500,000 more be appropriated to enable farmers in the drought-stricken counties to escape the expense of employing agricultural extension workers during the next fiscal year.

"It is urged that $50,000,000 be allotted to relieve rural unemployment by road construction.

"The American Association of State Highway Officials sponsors a project calling for $250,000,000 for highway building.

"The emergency committee on Federal public works suggests a billion-dollar expenditure on national public works. And so forth and so on.

"The plain facts of the matter are simple enough.

"Timidity on the part of the Administration has led it to recommend a program for relief which Congress considers inadequate. And Congress, overwhelmed by demands from the country for relief, shows signs of running into a financial snarl.

"The great and growing pressure for relief projects has bred a litter of bills, good, bad, and indifferent. This tugs Congress away from the direction in which the President wants it to go. And the resistance power of the Executive is weakened by the fact that its own program is makeshift and opportunistic. This is the deplorable but inevitable result of dallying with depression relief plans during the past nine years, tho the subject was thoroughly canvassed by the Harding Unemployment Commission, of which Mr. Hoover himself, as Secretary of Commerce, was chairman, in 1921."

THEN another reason for discouragement is advanced by the Louisville *Times*. Maybe Senator Borah is right in saying that the expense of relief ought to be saddled on the taxpayer right away, without evasion or postponement; but, continues the

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Oh! For the Wisdom of Solomon!

—Hanny in the Philadelphia "Inquirer."

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What Do You Know About That?

Test your knowledge by the questions below. If you can not answer them, turn to the pages indicated. Each one counts 4.

1. Why is the Farm Board disappointed? (p. 8).
2. Is the universe running down or rewinding itself? (p. 22).
3. How much has passenger air-traffic increased? (p. 16).
4. How does the optic lens focus? (p. 18).
5. What is the origin of the Yule log? (p. 23).
6. Who is "Soso the Great"? (p. 25).
7. How long were Andrée's snapshots undeveloped? (p. 17).
8. Does the Dramatists Guild favor censorship? (p. 20).
9. What two generals are expected to "save" China? (p. 14).
10. When was the first Christmas card sent? (p. 23).
11. How are quarrels bad for the heart? (p. 18).
12. For what career did Stalin study? (p. 26).
13. What kingdom has no king? (p. 15).
14. In how many tongues does India talk? (p. 21).
15. Will this year's community chests be filled? (p. 24).
16. What is the chief obstacle to disarmament? (p. 9).
17. What dictator makes Stalin seem an amateur? (p. 15).
18. Is there any sign of a returning desire for the spiritual values of life? (p. 24).
19. What makes the sea blue? (p. 18).
20. What metal is at the earth's core? (p. 17).
21. Where is Superstition Mountain? (p. 38).
22. What is the "blossom cycle" in Japan? (p. 44).
23. What historic city is being restored? (p. 31).
24. What are some Southern California fruits? (p. 40).
25. What famous author lived in Apia? (p. 43).

Kentucky paper, "let's look at the proposed allocations of money and the plight of many men reasonably":

"There are, roughly, 3,000,000 farms which were so hard hit by drought that their proprietors feel need of relief.

"Of them, maybe, 2,000,000 are owned by farmers who are without surplus from which to meet the operating deficit of 1930 and pay taxes before 1931, penalty time.

"A mere $60,000,000 from the Federal Treasury would be $30 per farm.

"The President was wrong if he supposed $25,000,000 as drought relief would be relief. The House Agriculture Committee is wrong if it believes $60,000,000 will go round.

"Real financial relief would go, in dollars, beyond any bill which even a Congress, composed largely of members whose constituencies are agricultural, could pass.

"Regardless of whether the public improvements fund recommended by the President be pared from $150,000,000 to $110,000,000, its use will not affect materially the unemployment problem.

"To ascertain the truth, procure an estimate of the number of the unemployed and see how much each would receive if $150,000,000 should be divided among them, to-day.

"Bear in mind that when $150,000,000 is spent in building, laborers don't get all of it.

"*The Times* says this not in criticism of relief measures, but in the interest of clearer vision as to what part such measures may play in relief, and restoration of a desirable level of business activity.

"If a drop in the bucket is hardly anything, a drop in the bottle is a shot in the locker. But one swallow never made a summer, or a spree."

Calvin Coolidge Says:

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NORTHAMPTON, Mass., Dec. 6.—When I was a boy in the hills of Vermont, twelve miles from the railroad, the only merchandise I saw was in the country store. But my horizon was widened by certain publications containing pictures and descriptions of things that appealed to youth. I read and bought. The man who supplied them became rich, and died a great philanthropist. He advertised.

It is essential in the first instance to make good merchandise. But that is not enough. It is just as essential to create a desire for it. That is advertising.

The person or association of persons who can produce that combination of excellence and demand is performing a real public service. They enlarge the mental horizon and provide new forms of utility and beauty. The material benefits pass over into spiritual benefits. Culture and charity are the by-products.

A country that is spending two billion dollars annually in the production and application of beauty lotions has resources with which to make large purchases of what it concludes it wants. The only way for the people to become acquainted with what they want is through judicious advertising. Goods not worth advertising are not worth selling.

CALVIN COOLIDGE.

Now that Senator Borah's name is brought up, we are bound to recall that he started another line of controversy over this relief program when he said in a statement to the press that tho he has "no desire to see taxes increased," nevertheless, "if these expenditures are to be made, there will be no way, in my judgment, to avoid increasing taxes." The Senator went on:

"If the public wants the expenditures, the public will have to pay the bill.

"There seems to be a wide-spread belief that you can restore prosperity from the public treasury.

"It is not only a false theory but a vicious theory.

"Dire emergencies will have to be met from the public treasury, but the idea that you can restore permanent prosperity by spending public money, and thereby necessitating the imposing of more taxes, is unsound.

"I favor, therefore, holding down the expenditures as much as possible and at the same time meeting the actual emergency, and if a deficit is created, I favor increasing the income taxes, especially in the higher brackets."

While it is generally agreed in Washington that it will be impossible to continue the temporary tax cut which reduced the rates payable in 1930 on 1929 incomes, the idea that there should be an actual increase above the rates paid in 1929 on 1928 incomes seems to have few friends. The chief party leaders in both houses, especially those in charge of financial legislation, came right out with statements that any rate increases may be considered both unnecessary and improbable. Writes David Lawrence in a Consolidated Press dispatch from Washington:

"Some of the leaders refuse to assume that the Treasury will have a deficit, next June, because they think that between now and the summer such an improvement in business will have developed as to improve government finances materially.

"Also, notwithstanding the likelihood of big appropriations during the current fiscal year, many members of Congress share the view of Representative Garner, minority leader, that much of the money appropriated will not be spent until the next fiscal year. This is because the delays in getting building projects under way in the past are likely to occur again."

"Congress must not increase taxation" is the Philadelphia *Inquirer's* reaction to the Borah suggestion. "The country does not want increased taxes, and it does not want new issues of government securities to meet Congressional extravagance with public funds," declares the Brooklyn *Eagle* (Ind.).

But an idea which occurs to several papers is exprest by the New York *Journal of Commerce*, when it observes that:

"Senator Borah's outburst may have a salutary effect, because it serves to keep before the public eye the unsoundness of the financial policy upon which Congress has embarked, and it may result in some restraint being placed upon the exuberance of legislative spending proclivities."

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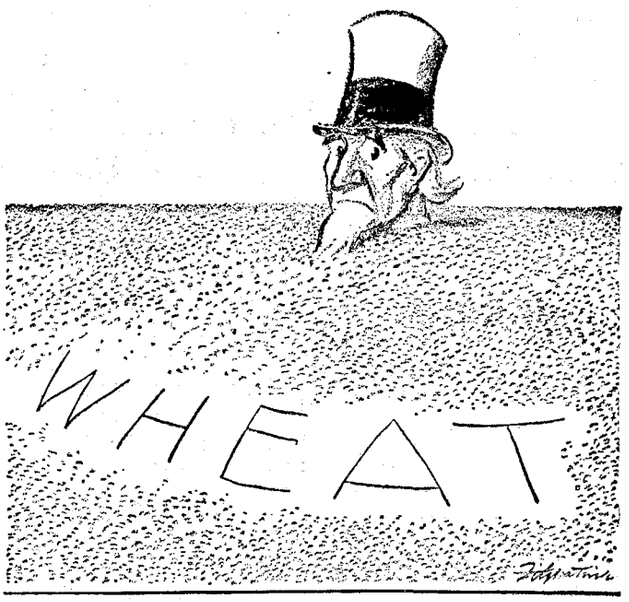
The Farm Board's Disappointment

"NEVER HAS A WORSE CONFESSION of failure in any government operation been made than the Federal Farm Board's report."

Thus the anvil chorus, as represented by the St. Louis *Star*. "An admission of futility," joins in the Hartford *Courant*, and other papers, swinging equally weighty hammers, likewise pound the Farm Board's operations as disclosed in its first annual report.

But these thunderers are not the only ones to be heard. Notes that must sound sweet indeed to Alexander Legge, the big, raw-boned, stoop-shouldered Chairman of the Farm Board, and his associates, are emitted by other public organs—

"For the work already accomplished during its brief elapsed



Where Do We Go from Here?

—Fitzpatrick in the St. Louis "Post-Dispatch."

time of existence, the Board deserves to be heartily commended," declares the Troy *Times*. And the Syracuse *Post-Standard*, instead of scoffing, asserts that "the view of intelligent, able men fused in the crucible of a year's critical experiences is something to command consideration."

Let us glance at what the Board has revealed of its operations in its first feverish year of trying to help the American farmer. "The outcome," it frankly admits, "was not all that had been hoped for." Borrowing from a Washington dispatch to the Chicago *Tribune:*

"The Board frankly admitted that its stabilization operations in the wheat market have been a costly and experimental venture with the outcome very much in doubt.

"While insisting that the operations have 'contributed materially to support farm prices of wheat,' the Board made it clear that the results have not been 'all that had been hoped for.'

"It averred further that stabilization, at best, is only temporary, and that in the last analysis the hope of the wheat grower rests upon his own willingness to curtail production.

"'There is a field for stabilization measures—just how large a field the Board is not in a position to determine—but experience described indicates to some extent the difficulties and hazards that are involved in stabilization procedures,' said the report, adding that reduction of acreage is the 'obvious and economic remedy for the overproduction of wheat.'"

ON July 1, 1930, we are told, the Board had advanced for grain stabilization a total of $90,000,000, of which $20,183,519 had been repaid, leaving $69,816,480 tied up in wheat on that date. Since then, the dispatch continues, "it is estimated that another $30,000,000 to $40,000,000 has been advanced to the grain stabilization corporation." Reading on:

"Speaking in general terms of its first year's activities, the Board exprest its faith in the fundamental soundness of the Hoover farm-relief policy as effected in the agricultural marketing act, stressing organization as the ultimate goal for growers of all farm commodities.

"'The experience of the first year,' the report declared, 'has brought clearly into view the immensity of the problems with which the Board must undertake to deal, and the complexity of their ramifications, but at the same time it has led to the definite conclusion that farmer organization, of all the remedies suggested, offers the surest hope for permanent financial betterment of those engaged in agriculture.'

"In January, 1929, the Farm Board, through its stabilization corporation, first entered the Chicago wheat pit and thereby launched the most significant government grain-control experiment of modern times. On July 1, 1930, it owned something over 60,000,000 bushels of wheat and futures.

"'The outcome, so far as it can now be appraised, was not all that had been hoped for,' said the report, following a lengthy review of the stabilization procedure.

"'While some contribution was made toward stabilizing wheat prices, at no mean cost in various forms, declines in prices of wheat and other agricultural products, while retarded, were not permanently prevented. It proved undesirable to market during the year all of the wheat taken off the market, and it was carried forward under self-imposed restrictions against early sale into a year of large carryover and of larger world crops.'"

THE "reasoned judgment" of the Board was that the broad trend of world wheat prices in the period 1930-1937 would be downward.

Soon after the Board made its report public, and in the face of the strong criticism it created, President Hoover asked for the immediate appropriation of another $150,000,000 from its $500,000,000 revolving fund, "in order that important operations of the Board, now in prospect, may be carried through promptly."

Editors are sharply divided, as already noted, on the operations of the Board. The critics, it seems, are a great deal more emphatic in their denunciations and protests than are friends of the Board in their praise. For instance, the Minneapolis *Tribune*, in an important flour-milling center, declares flatly that "there is not the slightest reason to believe that the price of wheat can be stabilized," but the Kansas City *Star* says the Board "has undoubtedly stabilized prices temporarily and prevented disastrous declines," altho "its ultimate effect can not be determined until the large holdings are disposed of."

This cleavage of opinion may be illustrated further by borrowing from two papers, already quoted, the St. Louis *Star* and the Troy *Times*. Says *The Star:*

"With millions upon millions of taxpayers' money to spend or loan, at a time when every penny of government revenue is needed elsewhere, the Board, in the official recital of its acts, frankly confesses that it misjudged and miscalculated at every turn.

"The primary purpose for which it was created has not been accomplished.

"Where the Board actually interfered by buying crop surpluses and trying to sustain an artificial price basis it has utterly fallen down. Sellers took the Government's money, and the Government is left holding the bag."

AND now the Troy *Times:*

"To be fully appreciated, the report must be read in its entirety by all who are concerned or interested in the task that the Farm Board has undertaken.

"It is a record of sincere and persistent striving and of a degree of success already attained, and it presents the prospect that achievement of the ultimate goal of the Government's policy will be accomplished, and thus agriculture will be made as stable and secure as other American industries are."

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Fear Still Blocking Disarmament

THE FINAL SESSION of the League of Nations Preparatory Disarmament Commission did not break up in discord and confusion, as some prophets confidently predicted it would.

But the results of its four years' efforts to chart the road to disarmament disappoint the hopes of the world's peace-lovers.

"I should not be frank if I did not say that this draft falls far short of our hopes and expectations," says Ambassador Hugh S. Gibson, chief of the United States delegation at Geneva, discussing the tentative convention the Preparatory Commission bequeaths to the General Disarmament Conference, which will probably convene early in 1932—the year, by the way, in which General Ludendorff predicts the outbreak of a great European war.

Slight, but broad-shouldered, with very dark eyes and a quick, wrinkling smile, Ambassador Gibson frankly told the Commission that the question of national security is still the major problem blocking the way to disarmament. "Overshadowing our discussions," he said, "have been the anxieties and worries that have arisen from the special preoccupations felt by the numerous governments for their national security." Consequently, "what we have achieved does not hold out the promise of bringing about that immediate reduction of armaments we would like to see." But he went on to say:

"Make no mistake; it is not my purpose to belittle what we have done. Altho our hopes may thus be disappointed, we can find comfort in the measure of agreement which has been reached

Lighten the Stern

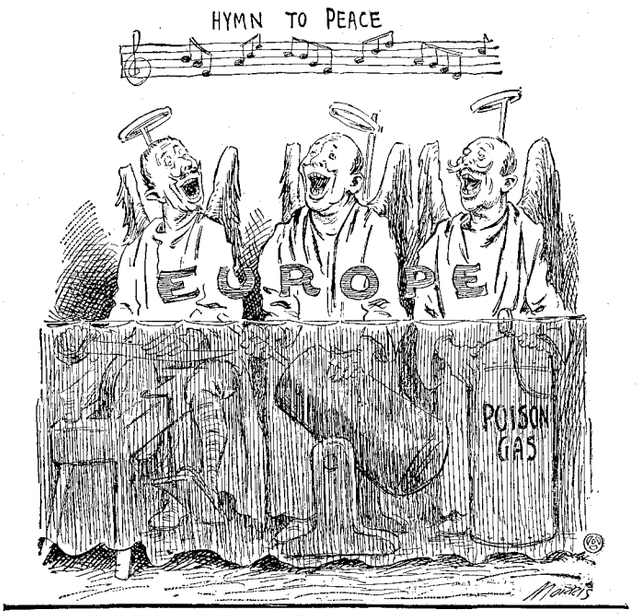
—Macauley in the Brooklyn "Eagle."

in this commission. We can at least foresee a stabilization of armaments, the setting up of a machinery to receive and disseminate information on armaments, to educate public opinion, and to prepare systematically for the work of future conferences, as successive mile-stones in the continuing process of disarmament.

"If these things can be achieved by the coming conference, and from present indications I think we are justified in assuming that they can be achieved, we shall have a situation obviously better than we have at present and, while we can not claim to have built the edifice, we shall have at least laid the foundation upon which the edifice can be erected.

"It is possible that the coming conference will accomplish more than this, but if so it will be because our labors have been improved upon and because after mature study of the problems involved, and after weighing the consequences of failure, the governments come to the conference resolved on greater measures of concession than the delegates here have been authorized to make."

THE convention drafted by the commission is unsatisfactory also to Germany and Russia. Count Johann von Bernstorff, a Geneva dispatch to the New York *World* tells us, announced



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Peace-Loving Europe

—Morris for the George Matthew Adams Service.

that the German Government was unable to accept it, feeling that it lacks the most essential feature of a disarmament convention—the will to disarm. And a Russian delegate, described it as "a futile document" which merely perpetuates the present armament situation. On the other hand, Viscount Cecil of Chelwood, speaking for Great Britain, assured the public that "a real disarmament treaty can be fitted into the framework of the draft convention." Said the Viscount:

"We have provided for limitation numerically of aerial, naval, and military personnel. Conscription, it is true, still remains, but we have provided for fixing a maximum period of service and a maximum number of conscripts. Naval and aerial war materials are to be limited directly, while through budgetary limitation, we hope indirectly to limit the amount of money spent upon land armaments."

NO important resolution, the Chicago *Daily News* reminds us, was adopted by an unanimous vote of the commission; and the Washington *Evening Star* thinks that all it accomplished was to demonstrate that "Europe and Asia are not disarmament-minded in the present troublous state of the world." "That a choice must be made, and that soon, between disarmament and war, is not to be questioned," declares the Charleston *Evening Post*. And the New York *Evening Post* sees little hope of disarmament unless the governments responsible for what is done at Geneva have a change of heart. But there is a glimmer of hope that the 1932 conference may accomplish something, thinks the Detroit *News*, "especially if within the next year the peace-loving peoples talk to their governments about the necessity of coming to a sensible agreement."

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Wide World

Deep and Dark Was the Plot These Russians Confessed—Ramsin, the Leader, Is Shown at the Left

Russia's Great Conspiracy Trial—Fact or Fake?

"FAKE!"
"Frame-up!"
"Swindle!"

These words echo around the world as Russia's amazing conspiracy trial comes to an end.

Through the confessions of eight professors and engineers, it purported to expose a vast plot to overthrow the Soviet régime by sabotage and military intervention of other Powers.

But many view it as a farce staged for home consumption, to provide in advance an excuse for the failure of the great five-year industrialization plan.

In Berlin, we read, the unanimous verdict of the press is "a swindle."

In Paris, *Le Petit Parisien* calls the trial "a judicial comedy," and the semiofficial *Temps* says:

"It proves sufficiently that no sincerity, no international correctness is to be expected from the directors of the Kremlin. Lying is their only political means, as crime is their natural element."

Likewise in London, and in America, too, altho not all of our papers speak so sweepingly, and some are even able to find a deal of truth in the proceedings. For instance, the New York *World* says, "No doubt such plots are still hatched by Russian émigrés in various foreign capitals."

In the strange developments of the trial the world finds new reason for looking upon Russia as topsy-turvy land. Speculation and bewilderment boiled to a climax in other countries when the verdict was given.

Sipping his tea, we read, the presiding judge sentenced five of the eight conspirators to face the firing squad.

This was the climax, and the anti-climax came when the death sentences were commuted to ten years' imprisonment, and the sentences of three others were reduced from ten to eight years.

As the trial opened, in "the house of columns," once a ballroom of the nobles, we read, 500,000 paraded past it, crying "death to the traitors."

Four judges, two of them peasants, sat on the red-draped stage.

Wide World

Death for the Traitors

Was the demand of N. B. Krylenko, prosecutor.

In the gray-draped prisoners' box sat the eight accused men. Apparently indifferent, they read magazines and smoked.

In turn each of the eight arose and damned himself without reservation with a complete confession of his part in the plot. On every table and every pillar was a loud-speaker. While the movie cameras ground, their words went booming to every corner of Russia's vast domain.

First came Professor Leonid Ramsin, leader of the conspirators.

He "told an amazing story of intrigue," says the Associated Press, "mentioning casually as co-plotters with him, former President Poincaré of France; Aristide Briand, French Foreign Minister; 'Colonel Lawrence' and 'Lord Churchill' of England, and other figures of the two countries."

As explained by Ramsin, says the United Press, "the plotters counted on Britain, France, the Baltic States, Poland, Roumania, Bulgaria, and Jugo-Slavia, altho not all of those countries had given definite assurances of financial, military, or naval aid, as the Soviet has charged were given by British and French circles."

As for the program of sabotage, we are told by another United Press dispatch, "these Soviet engineers and professors did their utmost for the last ten years to starve millions of their countrymen. They confessed they secretly sought to undermine every effort to reconstruct the nation's economic life."

The five sentenced to die, and whose sentences later were commuted, as described by the Associated Press:

"Leonid Ramsin, forty-three years old, former professor in the Moscow Technical Institute, and director of the Heat and Power Institute.

"Victor Larichev, forty-three, second in command to Ramsin, and former head of the fuel department of the State Planning Commission.

"Nikolai Charnovsky, sixty-two, president of the Scientific and Technical Council of the Supreme Economic Council.

"Ivan Kalinikov, fifty-six, former official of the State Planning Commission, and professor in the Military Aerial Academy.

"Alexander Fedetov, sixty-seven, oldest of the conspirators, professor in various institutes and chairman of the Scientific Research Textile Institute."

The three whose ten-year sentences were reduced to eight were Vladimir Ochkin, Sergei Kuprianov, and Xenophon Sitnin.

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War Renewed Over the Peace Court

IT SEEMS THAT ONE FIGHT at a time isn't enough for our Quaker President.

On a day when Senators were denouncing him, calling him "unworthy," demanding an apology for his charges of Congressional raids on the Treasury, Mr. Hoover renewed another fight, a four-year-old one, by laying before the Senate the World Court proposal.

Once more the lines are sharply drawn. Senate majority leader Watson, lamenting that he has to break with his party head, announces his definite opposition on this one matter. Senator Hiram Johnson cries out against distracting attention from domestic problems by bringing up the "League of Nations Court," and he doesn't say just what individuals he has in mind when he reflects that "we have unfortunately in this country some whose thoughts are ever abroad, whose hearts throb with sympathy for the distrest of other nations, and who are blind to sufferings of our own people." Another "irreconcilable" warhorse, Senator George H. Moses (Rep., N. H.), has been heard to say: "I am opposed to the so-called Root formula, and my attitude toward it will be governed by my convictions."

And there is more to it than the old controversy over the League and the Court and the Root formula, says Ashmun Brown in the Providence *Journal:* "There is now included the politics embraced in the desire of anti-Administration groups to compel an extra session of the new Congress by engaging in extended debate so that the appropriation bills will fail of passage before the end of the session on March 4." Court enemies claim 21 votes toward the 33 necessary to block ratification of the World Court Protocol, notes a Washington correspondent of the New York *World*, and they hope to add a few more.

THAT President Hoover knows the World Court issue may be used to force an extra session is obvious from the fact that he begins his message of transmittal by expressing the hope that the subject "may have consideration as soon as possible after the emergency relief and appropriation legislation has been disposed of." The President very briefly sums up a long and tangled history when he says:

"It will be recalled that on January 27, 1926, following extended consideration, the Senate advised and gave consent to adherence to the Court with five reservations, and it gave authority to effect their acceptance by an exchange of notes. Consent to four of these reservations was promptly exprest at a meeting of the nations members of the Court, and after negotiations undertaken with the approval of President Coolidge, two protocols were drawn to revise the statutes of the Court to embody this consent, and also to meet the fifth reservation.

"The protocol of accession of the United States and the protocol of revision have now been signed by practically all the nations which are members of the Court, and have also already been ratified by a large majority of these nations."

With similar brevity the President states the argument for adherence to the Permanent Court of International Justice—to give it the full official name:

"The provisions of the protocols free us from any entanglement in the diplomacy of other nations. We can not be summoned before this Court. We can from time to time seek its services by agreement with other nations. These protocols permit our withdrawal from the Court at any time without reproach or ill-will.

"The movement for the establishment of such a Court originated with our country. It has been supported by Presidents Wilson, Harding, and Coolidge; by Secretaries of State Hughes, Kellogg, and Stimson; it springs from the earnest seeking of our people for justice in international relations and to strengthen the foundations of peace."

The President thus having put the case, it is hardly necessary to quote the arguments of pro-Court papers. The New York *Times* (Dem.) praises the President for having given "an inspiring lead": "He has taken the wrappings off the World Court and made it again a live thing and a pressing issue for the United States. Whatever the final result, nothing can rob him of this high credit." *The Times* believes we have "abundant proof that the sentiment of the country is preponderantly in favor of the World Court." Things like these are being said by leading papers all over the country, including the Hartford *Courant*, New York *World*, Brooklyn *Eagle*, Philadelphia *Public Ledger*, Philadelphia *Inquirer*, Washington *News*, Richmond *Times-Dispatch*, Raleigh *News and Observer*, St. Louis *Star*, Nashville *Banner*, Chicago *Evening Post*, and the El Paso *Times*, to mention just a few.

Several of these papers assert that the recent canvass of the press by the American Foundation (founded by Edward Bok) fairly indicates how the country feels about it. The Foundation questioned 2,036 dailies, including some in every State, and received replies from 1,694. Of those taking a definite stand, 1,357 declared themselves in favor of American adherence to the Court, and 265 declared themselves opposed. But on a circulation basis the poll is not quite so one-sided, since the pro-Court papers have a total circulation of 26,993,906, and the anti-Court papers have 10,557,317. The Philadelphia *Bulletin* observes that "the disproportion is due to the fact that the Hearst papers, the Chicago *Tribune*, and some other papers of large circulation are in the opposition."

If the simple question "of going in or staying out could be submitted to a popular referendum, the answer would be decisively in the negative," declares the Chicago *Tribune*. Then:

"We have had representatives in the Executive and in the Senate who represent not the national tradition nor the instinct and conviction of the people, but are preoccupied with the judgments and opinions of Europe, to the exclusion of American sentiment, and under this influence are persistently edging us farther and farther, year by year, into the political complex of European interests and policies.

"Since the election of Woodrow Wilson a new spirit has infected our foreign policy, applauded by a small minority of theorists and short-sighted humanitarians backed by an influential class financially or socially interested in Europe."

A LOUD editorial blast against the Court, which has been widely printed as an advertisement, comes from the New York *Sun*. It welcomes the opportunity to kill the World Court adherence idea once and for all. It enlarges upon the "danger" involved. It insists that the Court is a mere part and creature of the League and—"it is amazing that any nation whose people rejected, by a majority of 7,000,000, the proposal to enter the League of Nations should be faced with a proposal to enter the League Court." While "we might make friends for a day by entering the League Court," *The Sun* thinks "we should make enemies for a generation when the time came—and it inevitably would come—when circumstances compelled us to withdraw."

It might be added that several papers, including the St. Louis *Globe-Democrat*, while favoring adherence to the World Court, regret that the issue is forced at this crowded short session. M. E. Tracy of the New York *Telegram* puts it this way:

"Desirable as our entry into the World Court may be, and needless as our dilly-dallying may have been, domestic problems should come first in the present Congress."

Space considerations forbid further explanation of the provisions of the World Court Protocols beyond that given by the President. It might, however, be noted that the much talked-of "Root Protocol" refers to a process devised by Elihu Root to meet certain objections to the Fifth Senate Reservation—the only one the other Powers were not willing to accept. This has to do with our objections to advisory opinions given by the Court, giving us a voice, and allowing us to withdraw from the Court without prejudice.

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TOPICS IN BRIEF

Now the drys understand why it is called the American Bar Association.—*Dallas News.*

STRANGELY enough, it is the sinking-fund that enables bonded cities to keep afloat in the financial sea.—*Weston Leader.*

MR. KELLOGG, we take it, will use that $48,000 Nobel Prize money to finance the peace endeavors of a certain elderly and deserving jurist.—*Virginian-Pilot.*

ONE can readily believe the Louisiana backwoodsman who said he didn't know that Lee had surrendered. Big Bill Thompson is still in the thick of the Yorktown campaign.—*Detroit News.*

"DAM Bill Will Pass"—Head-line. That kind would.—*Florence Herald.*

STALIN says tyranny made him a radical. Did radicalism make him a tyrant?—*Springfield Republican.*

THE millennium will be here when nations really love each other as much as their ambassadors say they do.—*San Diego Union.*

ANOTHER disarmament conference is planned for 1932. No one seems to fear there's ever going to be any lack of arms to talk about limiting.—*Cleveland Plain Dealer.*

WE suppose if old Daniel had pulled off his lion act in this highly commercialized age, he wouldn't have said a word about it until after he had signed up with a news syndicate.—*Ohio State Journal.*

WE wish to say for the benefit of THE LITERARY DIGEST that science has discovered evidence of straw voting in ancient Chaldea; while THE DIGEST is usually successful in its results, nevertheless some such contests caused Chaldean opinion to Ur.

IT is reported that a man recently lost his sight, but recovered it after an hour had elapsed. By that time the first dazzling effect of the tie had worn off.—*The Humorist.*

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The Republican Hamlet: "The time is out of joint; O cursed spite, that ever I was born to set it right."

—Morris for the George Matthew Adams Service.

Now all we need is mass consumption of what we have made by mass production.—*American Lumberman.*

THEIR business is showing such an increase of activity that it looks as tho few bandits are feeling the pinch.—*Weston Leader.*

HORS D'OEUVRES Is Pronounced Popular Dish.—Head-line. That's helpful. We always were uncertain about how to pronounce it.—*Arkansas Gazette.*

WE'D like to know what the policy of the recording angel is about telling a youngster Santa Claus won't come if he catches him uttering falsehoods.—*Ohio State Journal.*

A MAGAZINE is conducting a contest to learn which are the twelve greatest dates in history. 13,000 contestants, we predict, will start their list "Antony's with Cleopatra."—*Judge.*

PEOPLE have no staying power nowadays, says some medical writer who evidently hasn't been walking the floor the past thirteen months with 500 shares of sick stock.—*Detroit News.*

PRESIDENT HOOVER says there is a sufficient number of laws for the punishment of gangsters. He might have added that there is a sufficient number of gangsters for punishment by the laws.—*Weston Leader.*

THE only sound thing left in the country seems to be the pictures.—*Brunswick Pilot.*

THE bottomless pit has at last been located. It's the wheat pit.—*American Lumberman.*

"Moscow is now linked to New York by radio." Just the spot, we should think, for a war of annihilation, Rudy Vallée versus the Volga boatmen.—*Detroit News.*

G. K. CHESTERTON, who has been living in South Bend, is delighted with the kindly and tolerant spirit he found there. That is not the story we heard from teams which played Notre Dame.—*The New Yorker.*

EVERY ONE has a guaranteed cure for a cold except the doctor.—*Florence Herald.*

YOU can save a life in China for $1.85. You can save one here by just blowing your horn.—*American Lumberman.*

ROTO pictures show Governor Roosevelt participating in a 'possum hunt. He is also pretty good with elephants.—*New York Times.*

IT is a national asset that so few of our misfortunes last long enough for Congress to get around to doing something about them. — *San Diego Union.*

ABOUT this season of the year the cautious man who likes to select his own cigars announces he is going to swear off smoking on New Year's day.—*Ohio State Journal.*

A NEW device makes measurements to one-thousandth of an inch. It might be used to gage progress toward the ultimate settlement of the Prohibition issue. — *Portland Oregonian.*

ONE of the advantages of doing Christmas shopping early is that it enables father to have a good game with the clockwork toys without the children insisting on having a turn.—*The Humorist (London).*

THE beauty parlor ought to be happy anyway; its business is always improving.—*American Lumberman.*

THE exchange of Christmas presents should be reciprocal rather than retaliatory.—*Arkansas Gazette.*

"WHEN was King Wenceslas murdered?" asks a correspondent. Last night, on our front doorstep.—*The Humorist.*

AS WE understand the news from Poland, Pilsudsky has restored the old two-party system. One party is in office and the other in jail.—*The New Yorker.*

ECONOMISTS say business is on the upswing. That means the speculator may get socked under the chin instead of having his foot stamped on.—*Arkansas Gazette.*

THEY say in the last ten years Bobby Jones has assumed pretty good command of his temper, but wait till a Hollywood director begins telling him how to play golf.—*Detroit News.*

ONE circumstance puzzles us considerably in this age of hustle and hurry. Looking over the ads, we have discovered that non-run panties are worth more than running pants.—*Boston Herald.*

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FOREIGN COMMENT

The Fear of War in Europe

PEACE ON EARTH, good-will to men is on their lips, but war is in their heart.

This is the alarming tone of various European observers as they examine the conflict and clash of interests among the nations of the Continent.

Twelve years have passed since the termination of the war which was to end war, they note, but it is no exaggeration to say that, except in England, preparations for another war are everywhere proceeding apace.

The witty remark of Count Rathenau is recalled: "The war was begun in order to Europeanize the Balkans; it has ended by Balkanizing Europe."

That is unhappily true, we are told, and has not made for peace. Looking over Europe, *The Saturday Review* (London) is dismayed to discover that armaments are being piled up feverishly by the Powers, large and small alike. The prospect of an extended naval holiday between Italy and France is said to be more remote, and "there are already rumors of new ships to be laid down." Meanwhile—

Humanity's Up-hill Task

—"Reynolds's Illustrated News" (London).

"The German Government seems set upon the construction of a fleet of 'pocket' battle-ships, and it is becoming increasingly obvious that if her neighbors continue to refuse to disarm on land, Germany will ere long demand to be freed from the shackles imposed by the Treaty of Versailles in respect to her military forces.

"The same tendency is to be observed in the smaller States.

"Spain is clearly determined to strengthen at all costs her position as the fourth naval Power in Europe; Jugo-Slavia is understood to have made arrangements for the purchase of munitions on a large scale; while even Portugal has recently decided to spend a sum of twelve millions sterling on the modernization of her fleet.

"Such instances might be multiplied almost indefinitely, and, altho the actual statistics are almost impossible to obtain, we see no reason to question the statement which is so often made that, altho Germany is disarmed and the Austro-Hungarian Empire has ceased to exist, there are more armed men in Europe to-day than on the eve of the late war.

"Does all this mean, then, as the pessimists would have us believe, that a reduction of armaments is impossible, and that the world is inevitably committed to another outbreak of hostilities upon an extended scale in the near future?

"For our part we prefer for the present to be optimistic, but only so long as there is any ground for hope that the statesmen of Europe can be persuaded to look facts in the face.

"Armaments, in short, are the outward sign of the secret fear that every nation to-day has of its neighbors, and there can be no real progress in the matter of disarmament until that fear has been removed."

THE chief stumbling-block in the path of any effective measure of disarmament, it is said, are the French demands for security, the growing desire in many quarters for a modification of the peace treaty, and the relations of France with Italy.

It is not easy to discover what Paris means by security, sarcastically remarks this London weekly, altho it admits that a country invaded three times within a century by foreign armies is naturally, and rightly, inclined to believe that God is on the side of the big battalions. But, we are told:

"France is surely strong enough to-day to regard the matter calmly. The Treaty of Versailles restored Alsace and Lorraine; the Locarno pact made her secure of foreign help in her hour of need; and the money she has spent on fortifications along her frontiers has rendered the latter invulnerable.

"In short, France already enjoys the security which, her statesmen tell us, must take priority of any measure of disarmament.

"The only weakness of France lies in the chain of alliances with the smaller Powers in Central and Eastern Europe which she has forged, and for that she can not, in all fairness, lay the blame on others."

THE actual relation of the European nations to each other, asserts W. Alison Phillips in the London *Fortnightly Review*, too, is not that of peace, but of war. This is true, we are assured, not only in respect of the limitation of armaments, for the general situation is far from satisfactory.

If Europe is uneasy and apprehensive, it is argued, this is due partly to the discovery that war can be carried on by other than military weapons, and it is charged that:

"The United States have shown that, for purposes of conquest, big bank balances are even more effective than big battalions, and, while ingeminating peace, have entrenched themselves behind enormous tariff walls which, so far, have shown no signs of being cast down by the trumpet-blasts of thirty-eight protesting nations."

THE most critical situation in Europe at present, this contributor to *The Fortnightly Review* advises us, arises out of the relations between France and Italy, "which have been growing steadily worse." The immediate question in dispute, it is pointed out, is the "naval parity" with France, which Italy demands. We read then:

"Naval parity between France, with her world-wide empire, and Italy, whose power is concentrated in the Mediterranean, would mean Italian superiority in the only region of possible conflict.

"Unfortunately, the possibility of such a conflict can not be ignored.

"For a long while past the Italians, who, like the Germans, entered belatedly into the competition for colonial expansion, have watched with a jealous eye the growth of the French-African empire.

"Above all they have resented the French occupation of Tunisia, which before 1880 they had regarded as the predestined field for their own national expansion.

"The actual situation in Tunis, indeed, in large measure explains the Italian irredentist attitude, which has been accentuated by the influence of Fascism.

"For Tunis has been described as 'an Italian colony governed by the French,' which is hardly an exaggeration in view of the fact that Italians constitute the great majority of the European population, and that, under the Convention of 1896, they retain their status and privileges as Italian subjects."

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Visioning Brighter Days in China

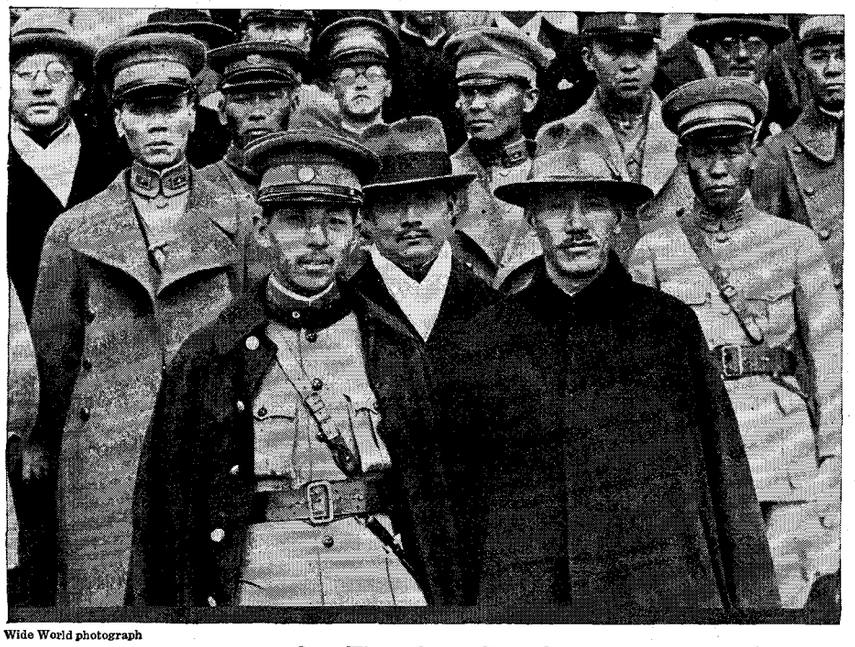
OPTIMISM TINGES THE ATMOSPHERE of some sections of the Chinese press.

The domestic situation is said to be full of good omens for the immediate future. Canton and Shanghai seem to be on the threshold of a trade revival, we are told.

Since the Northern political military eclipse, Shanghai dispatches inform us, Gen. Yen Hsi-shan has been reported on his way to Japan in temporary retirement.

He withdrew all his forces into Shansi, notes the Canton *China Truth*, while Feng Yu-hsiang tried to hold the Northwest as his field of activity.

Gen. Yen Hsi-shan and Gen. Feng Yu-hsiang, it will be recalled, are the two leaders of the anti-Nationalist forces.



Wide World photograph

Can They Save China?

Gen. Chiang Kai-shek, President of China, at right, and Gen. Chang Hsueh-liang, the master of Manchuria, at Nanking. They met at a Conference of the Kuomintang Committee to discuss joint political action for peace in China.

But this Canton weekly declares that neither Yen nor Feng is in a position to disturb the peace of the country, tho they are still friendly to each other.

The northwestern provinces, which are under their influence, tho large in area, are said to be poor and unproductive regions. Meanwhile, it is pointed out that:

"Many subordinate generals of Feng Yu-hsiang are now loyal supporters of the National Government, or are willing to resign their posts.

"Gen. Lu Chung-lin, one of Feng's best fighters, has given up command of the Kuominchun, whereas Soong Chih-yuan is said to have surrendered to the government forces in the hope of receiving a commission from Nanking.

"Other Kuominchun generals, such as Chang Chih-kiang, Li Ming-chung, and Ma Fu-hsiang, remained loyal to the central authorities even before the civil war started."

BUT a less rosy view of the situation in China is exprest by the Shanghai *China Digest*, which reports that the civil war of 1930 in China was marked by the most severe fighting ever recorded of the Eastern Hemisphere. The total casualties, exclusive of civilian deaths and injuries, are estimated at 315,000 men, and we read:

"Calculated on a basis of seven months, it means there was a daily average casualty of one thousand and five hundred souls, which is a pretty good record for civil warfare.

"This tremendous sacrifice, of course, should not be allowed to continue by any means, hence we are having a cessation of hostilities.

"None of us is sorry for this pause, even tho we have no reason to expect the end of civil strife has been reached.

"The outstanding figures in this war are undoubtedly Gen. Chiang Kai-shek of the Nanking Government and Gen. Yen Shih-san and Gen. Feng Yu-hsiang of the Allied Forces. None of these generals has been eliminated either through death on the field of action or through crushing defeat.

"Nanking claims the war as a complete victory, while Yen and Feng insist on it as a truce. Acting on the assumption of victory, Nanking has proceeded to give celebrations and to demand that both Yen and Feng leave the country.

"On the other hand, Yen and Feng don't look at the matter in the same light; therefore they have been conducting negotiations with the young general of Mukden, Chang Hsieh-liang, who is playing the part of an armed peacemaker.

"Simultaneously, both Yen and Feng are reorganizing their forces and getting military supplies from abroad ready for the final decision through force.

"In the interval naturally there will be a lot of manipulations which make up something similar to the interludes of a Shakespearian drama. There are bound to be some changes of loyalties, reshifting of forces, broadcasting of 'white lies,' emphatic declarations of one form or another, very popular to the Chinese political game."

YET the Tientsin *Ta Kung Pao* believes positively that the Chinese National Government's victory over the rebels, Feng Yu-hsiang and Yen Hsi-shan, is decisive.

The result of the fighting, we are assured, has on the one hand enhanced the prestige of the National Government, both inside the country as well as out, and on the other hand, has sealed the fate of the rebel generals, who have been active in Chinese politics for the past ten years.

Their campaign against the National Government has ended in "complete failure," and this Tientsin Chinese-language newspaper adds:

"During the seven months of military operations the people in North China suffered enormous losses, and their unanimous hope is that the war should be terminated as soon as possible.

"They have concentrated their wrath on the ones who are responsible for the war.

"Now that the last strongholds of the antigovernment combine have been captured by the Government, the people are hoping to see peace immediately restored in their locality.

"What they care for is a peaceful living, and nothing else.

"If Yen and Feng attempt to stage a comeback under the present circumstances, there is no hope for success, but it would be suicidal to their cause.

"Is there any person in the world who can achieve success by working against the interests of the people?"

IN speaking of Gen. Chang Hsueh-liang and President Chiang Kai-shek as the two highly important Chinese personages on whom so much depends, the Shanghai *Evening Post* points out that both General Chang and President Chiang are young men, one at the beginning of his thirties, and the other toward the end of them.

Each has emerged from the shadow of a predecessor, we are reminded. In the case of General Chang, it is his father, the late Chang Tso-lin, and in the case of the other, the late Sun Yat Sen, sometimes called "the George Washington of China." But both General Chang and the President, we read, have proved themselves to be possest of rare and valuable qualities of their own.

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A Dig at Poland's "New Freedom"

FREEDOM SHRIEKED as Pilsudski rose, say some caustic German editors in their adaptation of the two famous lines beginning, "Hope, for a season, bade the world farewell."

No freedom of the press is known in Poland, they say, no freedom of conscience, no freedom of assembly, no freedom of speech.

And they charge that the dictatorship of Pilsudski in Poland is "a revelation of genius for absolutism which makes Stalin in Russia look like an amateur."

But as the Berlin *Volks Zeitung* affirms, too many people outside Poland and Germany are misled by the delusion that Pilsudski is anti-German in his "despotism of despair and doom." This newspaper goes on to say:

"It is a blunder on the part of German patriotic papers to affirm that Pilsudski's system of force is directed chiefly against the German minority.

"That the jingo crowd in Poland, and especially certain Fascist organizations, allow their fury to vent itself against Germans, and that the rights of minorities in Poland are trodden under foot is certainly true.

"But the German patriots and nationalists omit to mention that the Polish dictator really rages against all who are opposed to him personally.

"Among the four thousand party functionaries whom he has had thrown into jails will be found at least a thousand native Socialists.

"Among the eighty deputies thrust into cells by Pilsudski, the Germans comprise but a small minority.

"Our own champions of a German dictatorship here at home have the least right to protest against what Pilsudski is doing.

"For the Polish dictator is spirit of their spirit and flesh of their flesh."

THE German people should be warned, the *Volks Zeitung* adds, that tyrannical methods are used by every dictatorship in the beginning.

It does not matter, we are told, whether a dictatorship professes itself antidemocratic or not. You see the same style of dictatorships in either Soviet Russia or Italy.

The Socialist Berlin *Vorwaerts* thinks that the most serious of all the developments in Pilsudski's Poland is the collapse of the courts. It alleges that the framers of the Polish Constitution undoubtedly placed a confidence in the judiciary of which it was far from worthy, and the charge is made that:

"The judges surrender completely whenever they have to pass upon the violent acts of the executive officials.

"The judges on the electoral commission abdicated their functions not only in tolerating usurpations but in giving rulings which in fact made a mockery of the constitution and the laws.

"Thus the chairman of the national electoral commission, Gizyki, one of the highest judges in the land, decided that it was consistent with the constitutional provision for secret elections to have the voter openly and publicly exhibit his ballot or to declare in the voting booth publicly for whom he intends to vote.

"The electoral commission is staffed with bureaucrats of the Pilsudski clique. The members demanded ostentatiously at the recent elections that all vote for the crowd adhering to the dictator.

"This makes it obvious what impends for any who assert their constitutional and legal rights in Poland to-day.

"Counsel for the political prisoners at Brest-Litovsk tried to begin impeachment proceedings against the judge who calmly rejected their pleas for the usual writs.

"The impeachment will be passed upon by a Senate of which the membership is even now a State secret.

"In one of his sinister interviews, Marshal Pilsudski openly thanks the judges for their alertness.

"Last summer a member of Poland's highest court, about to retire on a pension, said in a conversation with a deputy: 'There are no judges in Poland.'"

A Kingdom Without a King

HUNGARY IS TO-DAY a kingdom without a king, and it is likely to remain such, we are told, for some time to come.

But it is also averred that there is no probability of the creation of a republic of Hungary.

Monarchical institutions are the backbone of the country, it is said, and every good Hungarian sees in the sacred Crown a symbol of the traditions of ancient greatness and future prosperity. Incidentally, it is pointed out that the pressure of economic conditions in Hungary, as elsewhere, is the principal preoccupation of rulers and people. So there's no time for royalty.

Pilsudski Rex

"A newspaper organ of Marshal Pilsudski avers that he is a descendant of a race of kings who once ruled in Lithuania."
—"Isviestia" (Moscow).

The coming of age at eighteen of Archduke Otto as the elder son and heir of the late Charles, last Emperor of Austria and King of Hungary, suggest these reflections to a correspondent of the London *Times*, who proceeds:

"This coming of age of the Archduke, besides investing him in the eyes of his family with all the rights of the head of the House of Hapsburg, automatically implies his candidature as a pretender to the various thrones which his father possest.

"His claims to all except that of Hungary may, for all practical purposes, be dismissed; and with regard to the Crown of Saint Stephen, various views are heard even in Hungary itself.

"The Legitimists consider the Archduke Otto to have been, ever since the death of his father, the lawful tho uncrowned King of Hungary, prevented only by *vis major* from proceeding to the actual performance of the act of coronation.

"The leaders of the Legitimists are naturally to be found among the Catholic aristocracy, and among former officers of the Army and civilian officials. They are well organized, and conduct steady propaganda in favor of the Archduke.

"The so-called 'Free Electionist' movement has probably about the same number of followers. This anti-legitimist tendency is based on a strong inveterate sentiment of the Hungarian people against the Hapsburgs.

"It must be remembered that German or Hapsburg rule was originally only accepted in Hungary as the lesser of two evils, in preference to Turkish rule, and as recently as 1848 there was a revolt against the Hapsburgs."

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American Air Travel Quadrupled

FOUR TIMES AS MANY PASSENGERS traveled by airplane in the United States in the first half of 1930 as in the same half of 1929.

Air travel is becoming more comfortable and safer, and apparently we are getting over being timid about it.

These and other interesting facts are brought out in a recent survey conducted by the U. S. Department of Commerce, summarized by Clarence M. Young, assistant secretary of the Department of Aeronautics, in an article contributed to the New York *Times*. Writes Secretary Young:

"A business that can multiply its output by four in the face of a depression affecting virtually every branch of commerce and industry has a record of which it justly may be proud. And that is what happened in the first half of 1930 in the business of carrying passengers over the fixt air-lines of the United States.

"Thirty-eight operators of eighty-nine domestic airlines and nine operators of twenty-seven American-operated foreign airlines carried 208,357 passengers in the six months from January to June, 1930, while in the first six months of 1929, 52,473 passengers were carried. It was, in fact, a total greater than that recorded for the entire year 1929—more passengers bought and used transportation on the scheduled air-lines in six months in the first part of 1930 than during twelve months from January to December, 1929."

Courtesy of the Ford Motor Company

Dinner Time on the Air-Bus

MAIL and express traffic is increasing at what seems to be its normal rate, it appears, but with passenger traffic it is different. The increase was so large that it might almost be called phenomenal, and one is eager to go behind the figures and see just what is happening to bring about this rapid growth. Secretary Young proceeds:

"The commercial air transport part of the aeronautics industry is only about four years old.

"Critics of aviation sometimes overlook this fact, and give the impression that in calling attention to the shortcomings of an air transportation system they are criticizing a project as old as aviation itself.

"One drawback to the progress of air passenger transportation at the outset was its discomfort. A few travelers went to any length to get space in open cockpit mail planes, but for volume of traffic it was necessary to make air travel easy and convenient.

"Consequently, the cabin planes designed for use in this business were provided with more comfortable chairs, reading lamps, rugs on the floors, and were built with lavatories, and sometimes abbreviated kitchenettes.

"Designers thought a great deal about cabin windows, and had them built so that passengers would have the maximum vision and the best possible facilities for ventilating the cabins. Vents which would permit air to flow into the cabin, even tho the windows were closed, made their appearance."

As for safety, says Mr. Young, operators, and all others interested in aeronautics, have always given careful consideration to this vital matter. The aeronautics branch of the Department of Commerce has established about 15,000 miles of lighted airways, and has installed radio weather broadcasting and communication stations, radio range beacons and intermediate landing-fields. Operators have insisted upon their pilots having hundreds or even thousands of hours of flying experience before taking charge of passenger planes. He goes on:

"Accident statistics show that these efforts have not been in vain. Transport planes now are flying more than 2,000,000 miles for every fatal accident. It can not be hoped that accidents will be entirely eliminated.

"This has not been, and probably never will be, possible for steamship lines, railroads, or automobiles.

"Another problem, and a most troublesome one, has been that of cost. The expense of keeping an airplane aloft is considerable, even if that were the only consideration. But an air-line has far more of an organization on the ground than it has in the air.

"Recognizing all of these things, several of the operators with large passenger-carrying systems reduced their fares in the winter of 1929-30 until it was almost as cheap to travel by air as to get first-class accommodations on a railroad.

"The result was an immediate jump in the volume of traffic.

"The effort to get the American public into the habit of using airplanes for ordinary business and pleasure trips has been the task upon which passenger transport operators have focused energy. Every step that they have taken has been considered from that angle.

"The passenger tariffs now have been advanced somewhat, but the lower fares have gotten the public into the air and given the operators a chance to demonstrate how they can save time for their customers.

"The increased traffic also has encouraged operators to fly more planes, and have them leaving the airports oftener. Lines operating two to four planes, making round trips every day, instead of one, are numerous, with some lines operating successfully on more frequent schedules.

"Just how well the increased interest in air passenger transportation and the improved facilities for carrying on this business will offset the increased rate remains to be seen.

"Flying conditions are better in the last part of the year than they are during the first six months, and this fact generally is reflected in statistics of operation."

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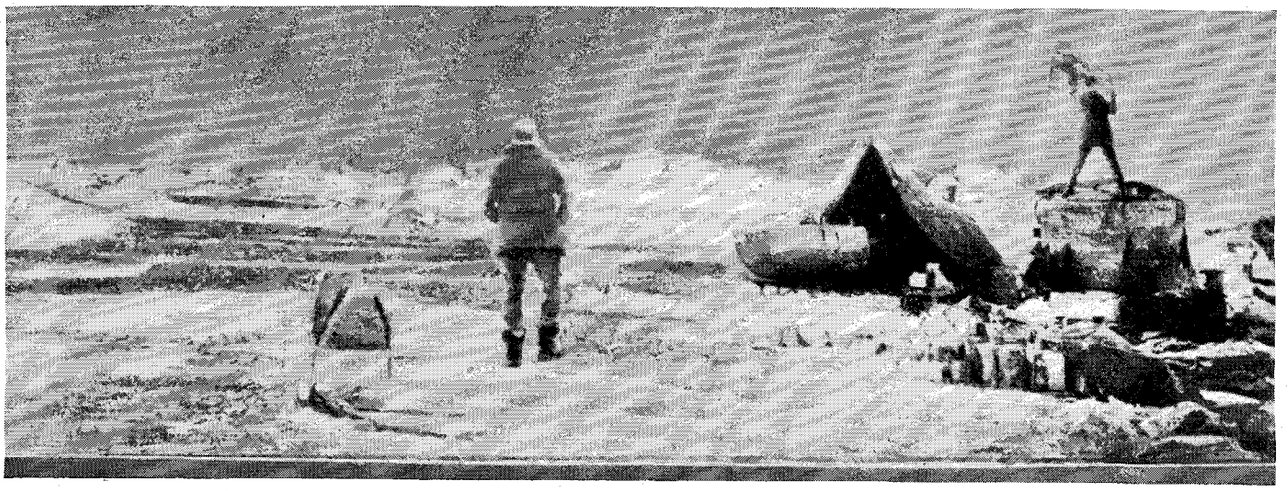
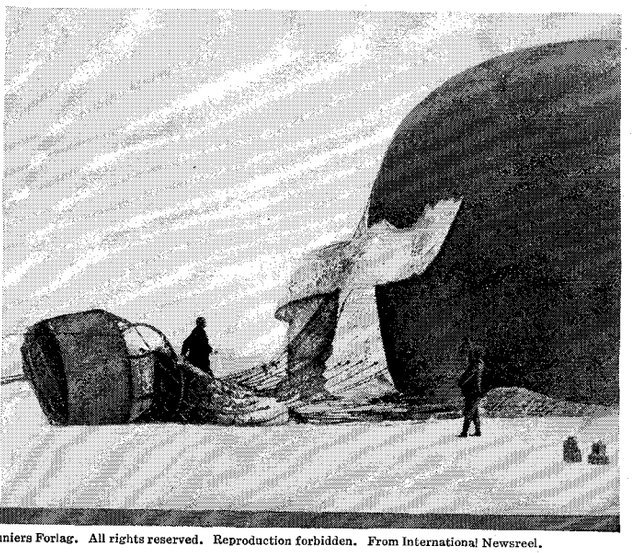


Andree's Camp After His Balloon Crashed in the Arctic in July, 1897

Andree is seen at the right, standing on the balloon car. The negative was developed thirty-three years after exposure.

Bear Shot by Andree, Photographed by Andree

As Knut Fraenkel (left) and Nils Strindberg look on.



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Wreck of Andree's Balloon, "Eagle"

The picture taken in 1897, developed in 1930.

Andree's Kodak Pictures

FILM USED FOR TAKING PICTURES on Salomon August Andrée's disastrous attempt to fly over the North Pole in a balloon has been developed, revealing photographs good enough to be reproduced, as seen above. The news came first by radio to the Eastman Kodak Company from Sweden, says a press bulletin issued by the company.

The message received in Rochester from Hasselblads, a photographic firm in Gothenburg, said: "Andrée Kodak Film developed by Docent Hertzberg. Some pictures can be reproduced. Time of expiration 1898." We read further:

"The pictures of the tragic adventure thus revealed had lain undeveloped near the explorer's body in the snow of White Island since the winter of 1897-1898, the hardships of which finally defeated Andrée and his companions. Recovery of Andrée's pictures increases the similarity of the discovery of Andrée's party to that of Scott. Photographic film developed the better part of a year after the Scott party perished in Antarctica on its way back from the South Pole gave a graphic record of the explorers' adventures.

"Admiral Peary also, both before and after the time of Andrée's flight, used a Kodak to bring back records of his explorations, culminating in his discovery of the North Pole. In recent exploration, of course, photographic implements have been a common part of the equipment of expeditions."

World Has No "Heart of Gold"

ACCORDING TO THE LATEST INFORMATION, its core is formed of metallic iron with a little nickel. This conclusion, generally accepted among scientists, dashes speculation which has persisted to recent years that the earth, because it is heaviest at the center, has a heart of gold, says Science Service's *Daily Science News Bulletin* (Washington). It goes on:

"While not troubling to contradict the Jules Verne conception of fabulous wealth unattainably hidden in the middle of the globe, Dr. L. H. Adams of the Geophysical Laboratory of the Carnegie Institution of Washington tacitly refutes any golden dreams of the earth's interior in a report to the Engineering Foundation.

"This earth is made up almost entirely of four elements, iron, magnesium, silicon, and oxygen, Dr. Adams says. And the remaining eighty-eight elements (including gold, silver, and platinum) are confined to the thin film called the crust.

"Directly beneath the relatively thin layer of sedimentary rocks at the surface, there is a first layer of granite ten miles thick; below that a twenty-mile layer of basaltic rock. Two thousand miles of peridotite rock (consisting of iron magnesium silicate) come next, while the central core of 4,000 miles diameter is formed of metallic iron with a little nickel.

"Earthquake waves yielded the important key to the secret of the earth's composition. Earthquakes of any considerable

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magnitude produce elastic waves, some of which travel along the surface of the earth, and others pass through it. By measuring the acceleration and retardation of these waves on passing through the earth at various depths, the experts are able to judge what sort of rocks and minerals intervene. According to its elasticity, each different kind of rock has a different effect on the speed of the waves passing through it, and so it is possible to judge the kinds of strata traversed."

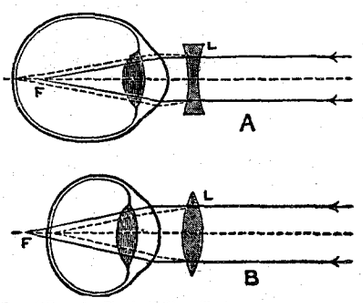
How Common Things Work

XLI—Spectacles

THE EYE RESEMBLES A CAMERA.

It is a light-proof cavity with a lens in an opening on one side, and a screen, the retina, on the other side. When the eye is focused on an object, the light from the object is refracted by the lens, and an image is formed on the retina.

What these facts have to do with the use of spectacles is revealed by Prof. Carleton J. Lynde, of Teachers College, New York, in his "Everyday Physics" (Macmillan Company, New York). He writes:



From "Everyday Physics" (Macmillan)

How the Spectacles Work

"The image on the retina is upside down and it would seem that we should see everything upside down.

"This idea comes from the conception that the brain is something which looks at the image on the retina from behind, whereas the light which falls upon the retina simply stimulates the optic nerve, and this stimulation when carried to the brain produces certain changes which give us the sensation of light. It is not known what changes are produced in the brain by the stimulus from the optic nerve, nor how these changes produce the sensation of light.

"There is one striking difference between the eye and the camera, and that is in the method of focusing.

"The camera is focused by moving the lens back and forth, but the eye is focused by changing the shape of the lens. When the eye is viewing an object near at hand, the muscles of the eye contract the lens so that it is more convex. When it is viewing a distant object, the muscles extend the lens so that it is less convex. That is, when we look at an object near at hand, the lens of the eye is smaller and thicker; and when we look at a distant object, it is larger and thinner.

"Many people can see things at a distance, but not those close at hand. In such cases the eyes are far-sighted.

"The eye lens can not be made thick enough to focus, on the retina, light from objects near at hand, and the image would be formed behind the retina, as shown in B. To overcome this difficulty spectacles with converging lenses are used, and the proper lens is one which will produce just enough convergence to enable the eye to focus the image on the retina.

"Some people can see things near at hand, but not those at a distance. In such cases the eyes are near-sighted.

"The eye lens can not be made thin enough to focus, on the retina, light from a distant object, and the image is formed in front of the retina, see A. To overcome this difficulty, spectacles with diverging lenses are used, and the proper lens is one which will cause the light to diverge to such an extent that the eye can focus the image on the retina."

IF, instead of ordinary near- or far-sightedness, there are other defects in the lenses of the eye, distorting the image, these can often be corrected by a compensating distortion of the spectacle-lens. After the eyes have been carefully tested by an oculist, he gives directions that enable the optician to grind a lens of exactly the proper shape to correct these eccentricities of vision.

Emotions and the Heart

THE HEART IS THE TRADITIONAL SEAT of the emotions—a fact that we recognize when we say that we are "light-hearted" or "heavy-hearted."

However this may be, this vital organ certainly responds quickly to joy or to pain.

A writer in *L'Oeuvre* (Paris) signing himself "Dr. B.," tells us that specialists in affections of the heart need to bear this constantly in mind. He says:

"The heart is called by Dr. Charles Fiessinger 'the signal bell of the emotions.'

"It responds to the least nervous shock, breaks into sudden palpitation, slows up, and resumes its normal rhythm.

"But it does not always react in the same way. Its behavior varies according to whether it is affected by an exciting emotion or by a depressing one. Joy, pleasure, agreeable events, act in one way; deception, anguish, grief, or pain have entirely opposite effects.

"There is no better tonic for the heart than pleasure. Under its influence an affected heart may regain health, or at least may recover from its past injuries; a heart moved by happy feelings beats more quickly and powerfully.

"Professor Merklen tells a story of a missionary, suffering from dilation of the heart, who recovered completely when he heard of the conversion of a group of Chinese. His delight had worked a miracle.

"The inverse is no less true.

"Any depressive emotion acts to diminish cardiac vigor. I have known victims whose hearts responded to each onset of ill-fortune. This action may be powerful enough to bring on syncope, or even sudden death. But such cases are fortunately exceptional. Cases of gamblers who have died at the baccarat table in the course of an exciting game have been several times reported, tho rare.

"Patients who suffer from attacks of angina may also succumb in the course of quarrels or discussions. They do not even cry out, but faint, and never revive.

"During the bombardment of Paris several of Dr. Fiessinger's patients died instantly. One woman was awakened suddenly in the night by the explosion of a bomb from an airplane. She cried out and was gone.

"To sum up, tho it is true that, generally, cardiac patients are benefited by agreeable emotions, they suffer injury from painful ones. The general hygiene of heart troubles requires repose, distraction, and, when possible, gaiety. Forget or neglect this essential point and all the remedies in the world will be ineffective.

"On the other hand, assure to the patient a peaceful existence, exempt from troubles and emotions, and you can be certain that he will live many years. It is essential that this should be borne in mind in the treatment of diseases of the heart."

Why Sea Water Is Blue

THE color is due to copper, thinks a German chemist.

The azure hue, he believes, is caused by the presence of dissolved copper compounds, which have this color, as in the well-known blue vitriol or copper sulfate.

The chemist's name is Richard Willstatter, and his findings are announced by a correspondent of the American Chemical Society in a press bulletin issued by that body (New York). We read:

"The color of sea water was discust by Willstatter and Fritz Haber on a trip to the Canary Islands. Haber, who developed synthetic ammonia, upon which Germany based its war plans, and who is not infrequently described as the greatest of living Germans, preferred the physical explanation that the color is evident because of the great depth of the water.

"Willstatter contended that the blue, which is visible even in such a thin layer as in a bathtub, is due to complex copper compounds of the nature of cupri-amino salts.

"'The conditions for their formation are present,' he explained, 'because of the known content of copper in sea water and the formation of ammonia, and especially of organic amino-compounds as a result of the decomposition of protein.'"

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House of Commons Debates "The Green Pastures"

"THE GREEN PASTURES" has provided a little drama for the House of Commons.

The British censor would have none of it; but the London *Evening Standard* began its serialization, and the fat was in the fire.

So much had been printed over there, following the book publication of the play, as to whether this drama was sacrilegious or not, that the newspaper decided to lay it before its readers, and thus try to determine the debated point.

In the House of Commons "Mr. Smithers asked the Home Secretary, Mr. Clynes, whether his attention had been called to a play entitled 'The Green Pastures,' appearing in serial form in a daily newspaper, and whether he would consider the advisability of taking action in respect of this publication as a blasphemous libel."

So reports *The Evening Standard*, and continues with the following:

"Mr. Clynes replied: 'I have seen some of the issues of the newspaper in question. The play is one about which conflicting views may be held, but I should deprecate proceedings in cases where there was no apparent intention to give offense to any one's religious convictions.'

"Commander Kenworthy: 'Is it not a fact that this play was described by a religious leader as a most beautiful piece of work?'

"Mr. Clynes: 'Yes, I believe that is so.'

"Mr. Cocks: 'Does not the publication of this very beautiful and moral play reflect the greatest credit on the newspaper concerned?' (Hear, hear.).

"Sir Grattan Doyle: 'Is not the publication of this play a disgrace to decent journalism?'

"Lady Astor: 'Not at all.'"

'THE GREEN PASTURES' STARTS TO-DAY IN THE EVENING STANDARD
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Planting "Green Pastures" in London

While the Commons debated Marc Connelly's play, the "Evening Standard" published it, and employed newsboys to spread the news with posters.

THE curtain then fell on the six *dramatis personæ*, and so far no curtain-calls are recorded.

Rumors are abroad, however, of petitioning the Lord Chamberlain to make this exception and remove his ban.

His authority in the case is somewhat obscure, since law or custom has prohibited the appearance of a person representing the Deity on the stage.

Before he left London George Arliss was reported as among the petitioning committee, and the press represented him as saying:

"I saw the play in New York, and I was so moved by it that I wanted to explain to the Lord Chamberlain what I thought about it. The absolute sincerity of the play carries all before it.

"It is a thousand pities that it can not be seen in London."

The Evening Standard continued its publication unmolested, and concurrently presented numerous letters, pro and con, from its readers.

Among them the Dean of Manchester, the Very Reverend Hewlitt Johnson, is judicial:

"I found it quite a moving play of considerable beauty in parts. The translation of Moses and the final chapter I thought very beautiful. It is a primitive picture, but no more primitive than the Negro spirituals in which many people find great beauty.

"It is difficult to make exceptions, but if exceptions were to be made, I for one should like to see this play acted.

"I can see very little difference from my point of view to seeing it acted and reading it in print. When I read it through as a whole, it does not strike me as being irreverent.

"It does strike me as being quite beautiful in parts. In 'The Green Pastures' it is immensely interesting to see the workings in the primitive mind of many of the same truths which I follow myself.

"'The Green Pastures' is very much akin to the child's conception of God and the Bible, and this is what gives it its appeal. As a child I always pictured God as a venerable gentleman with a beard. God was the Father, and I pictured him like my father, with a beard—big, tall, and strong."

The Roman Catholic Bishop of Salford is unperturbed:

"I could see no reason to be shocked at the picture of the 'Lawd God' sitting at a roll-top desk and smoking a ten-cent cigar. It is quite possible that some Negroes visualized the Almighty in this manner without irreverence, and I am prepared to admit that Marc Connelly knows more about the mentality of our black brothers than I do."

A LAYMAN, Mr. Ardeen Foster, offers professional testimony:

"As a touring theatrical manager I have traveled the Southern States and have come into contact with all classes of Negroes.

"There is no ground to bring in the charge of blasphemy or irreverence, as some claim, because the things the Negroes say in the play are daily expressions, excepting the name 'God.' The average Negro says 'Jehovah' and 'de Lawd.'

"In all classes the inner-soul religious feeling runs deep."

Several correspondents take a view similar to Col. Sir Robert Williams, Bart.:

"The censor was absolutely right. A travesty of the Holy Bible in very bad Negro American ought not to be published in a Christian country."

More vehement is a lady from Ilford:

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"As a Christian Englishwoman and hitherto an interested reader of your paper, I write to protest against any further publication of that terrible profanity, 'The Green Pastures.' What is Christianity falling to? Surely some reverence is to be desired. . . . Thank God for a Censor."

The Christian World (London) reveals some facts that may be new to American readers:

"Canon Raven, when in America recently, saw the much-discust Negro play, 'The Green Pastures,' and on returning to his hotel wrote to Mr. Richard B. Harrison, M.A., the colored actor who is *de Lawd* in the play, saying: 'I thought that the play must be irreverent. You have made it a thing of beauty.' Mr. Harrison still hopes that he may come to London and, in spite of the Censor's bar, represent 'The Green Pastures' here.

"He is the son of refugee slaves, an educator and lecturer as well as an actor.

"When he was offered the part of *de Lawd* in the play he was dubious about it, for tho he sensed its exalted reverential spirit, he doubted his own ability to interpret it. The late Bishop Shipman, of the Protestant Episcopal Church, whom he consulted, urged him to take the part. The author, Mr. Marc Connelly, would not let him return the script.

"He then read the play again, 'and suddenly,' he says, 'as if a voice had spoken, I thought, "But you aren't trying to be God, to act like God. You are merely giving an old Negro's concept of God who, this Negro thought, must look like his good old preacher." Just then the telephone rang and I spoke into it, "I'll be with you to-morrow, Mr. Connelly."'"

CHARLES E. RAVEN, canon of Liverpool cathedral, after seeing the play in New York, wrote this to Richard B. Harrison, who enacts *de Lawd:*

"No play has more profoundly touched me; I have never seen a part so exacting and so crucial to the whole effect, so admirably played. Reading it I realize that the impact of the play would depend almost entirely upon the quality of the actor who represented the Lord. I was told of your wonderful rendering of it; but must confess that I did not expect anything so entirely right and so profoundly moving as you showed me this afternoon. Both as art and as religion it was magnificent. I want to thank you—to thank God for you."

The Cover

THE picture on the cover to-day is in line with the best tradition, and fits the season.

A large part of our Christmas cards depict the arrival of distant members of the family home for Christmas.

A scene from Colonial days in Philadelphia, it is naturally English in sentiment.

The picture has its historical importance in displaying the building in the background, the old Town Hall or Court House, which stood at the corner of Second and High streets in Philadelphia, and of which Mr. Ferris, the artist, wrote this:

"A view of High (Market) Street at Second, on Christmas Eve. The coach is a composite type which first appeared in 1773, when the first stage-coaches were instituted, and is an evolution from the old stage-wagon, previously in use. There was no door; the passengers gained ingress and egress from the front, as shown.

"The old Court House, forerunner of Independence Hall, stands exactly as it appeared at this time, in the middle of High Street. This diminutive and honored building was the largest endeavor of our city fathers.

"It had a pillory and prison cage on its eastern side, the basement story was set on arches, and on one corner was an auction-room, the others occupied by the millers, and linen and stocking makers of Germantown. Here sat the Colonial assemblies, and here were cherished the principles of civil liberty which matured into our national independence. Here plotted Keith, and here the Governors made their speeches.

"This hallowed building was demolished in 1837 with far less expressions of regret than could have been wished."

The Looming Play Censorship

FOLLOWING BISHOP MANNING, who foretold censorship unless the theater cleaned house, the Actors' Equity Association presented its plea to the Dramatists' Guild for a play-jury within the theater.

The Dramatists answer thumbs down.

Mr. Frank Gillmore, Equity's president, confidently predicts "a political censorship by Easter," engineered, he says, "by religious and lay bodies."

The Times reports him as "speaking of the revised version of the play-jury plan which Equity had devised, attributing the failure of the previous play-jury system to 'structural defects and unfortunate publicity.'"

Bishop Manning recently spoke in no measured terms of "the present orgy of filth, degeneracy, and corruption" in the theater.

"We do not want censorship," said the Bishop. "We know well its defects and dangers—but unless something is done, censorship in some form will be forced upon us."

Giving Equity his adherence, he proceeds:

"What we hope is that the good and decent elements in the theatrical profession will take hold of this situation and deal with it themselves, letting us give them every help that it may be in our power to give.

"It is my own hope that the way may be found to put in operation the plan known as the 'jury plan.'

"Effort is now being made, I understand, by the Actors' Equity Association to put this plan into effect. I trust most earnestly that this plan of the actors themselves through the Actors' Equity Association may be speedily put into effect, and may prove adequate to deal with the situation."

THE Dramatists, however, disapprove any plan of censorship or regulation from within or without the theater.

A statement prepared by their directorate in advance of the recent meeting, and read by Mr. Carpenter, is a direct challenge:

"At a special meeting of the directors of the Dramatists' Guild of the Authors' League of America, representing all the playwrights of the United States and the foremost playwrights of England and the European Continent, it was decided to express publicly the resentment felt by them toward the sweeping, indiscriminate, and irresponsible attacks now being made upon the theater, and to express further their conviction that the time has come to take a determined stand against these attempts to discredit the theater as an institution.

"The Dramatists' Guild believes that prohibitory and regulatory legislation in America has already gone too far, and it is unalterably opposed to the imposition of any political, religious, or extra-legal restrictions on the freedom of dramatic art.

"Since all these attacks upon the theater have been made solely on the grounds of obscenity, it would seem obvious that those making them are either ignorant or unmindful of existing laws which provide adequate machinery for the suppression of obscenity. The Dramatists' Guild, therefore, calls attention to Section 1140A of the penal law of the State of New York.

"The Dramatists' Guild points out that if the assailants of the theater continue to ignore this existing legal machinery, reasonable men and women can only assume that the real object of their attacks is not so much the suppression of obscenity as the restriction of free expression of thought and opinion.

"The dramatists of America insist that the development of an adult theater in an adult civilization is dependent upon the free discussion of any and all debatable subjects, whether in the field of religion, economics, politics, or morals, and announce their intention of resisting to the limit the forces of repression and intolerance, which, under the pretense of fighting obscenity, may seek to strike another blow at American freedom."

MR. GILLMORE was disappointed "over the uncompromising rebuff of the Equity plan by the dramatists' group."

Mr. William A. Brady, manager, is represented in these words:

"I feel that the Carpenter statement, if published, is apt to incite certain powerful religious interests in this State that will make the passage of a censorship bill in Albany next winter almost a certainty, and censorship bills in other States undoubtedly would follow."

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Must Talkies Stay at Home?

THE WORLD WISHES TO SEE Ramon Novarro, Greta Garbo, Joan Crawford *et al.* in films, but when they speak English the foreign audience begin to whistle.

What's to be done?

Garbo can speak German, but not a word of French and Spanish; Norma Shearer can speak French, but no German.

Two languages, we are assured, is the highest accomplishment of any film star.

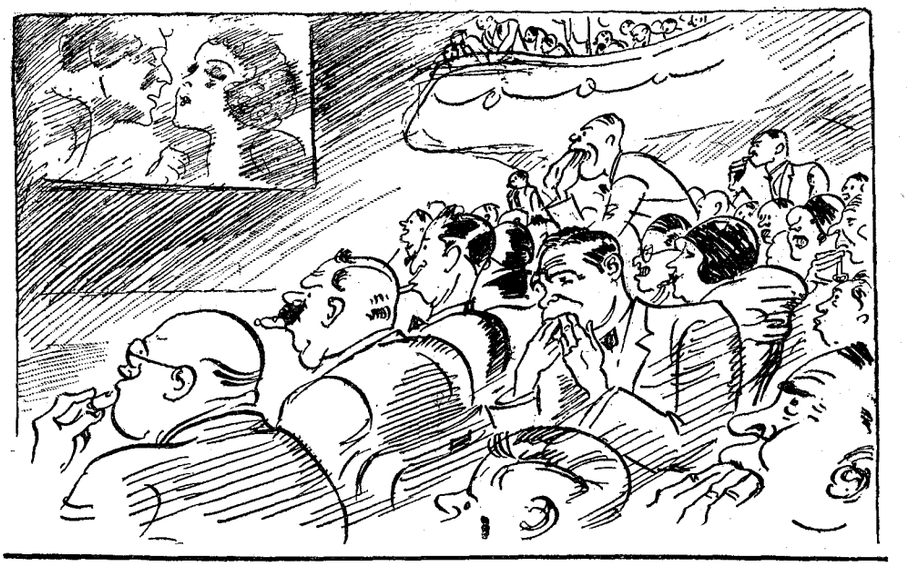
The talkies looked like a bonanza, but they will drive the film industry out of hundreds of places unless it can go polyglot. Does synchronization help?

A United Press Paris dispatch informs us, through Alfred Lewen, supervisor of production of the Metro-Goldwyn film group, that—

"Europe objects to seeing an American actor who clearly is speaking English according to his lip movements, while the amplifier is speaking Spanish, French, German, or Italian.

"There was one French film with Dutch, Russian, Spanish, and American players speaking French, each with a different accent, and the Paris audiences took the film as the best comedy of the season, when it was intended to be a serious detective story.

"We will simply have to decide whether we are going to come abroad and make films in foreign languages, or take entire casts to California and make five to ten different language versions of every film."



The New Manner

Whistling greets the American talkie in Paris.

—"Le Rire" (Paris).

BEFORE the films began to talk, it was sufficient to translate the subtitles. Even the film itself could be cut or changed to adapt it to the susceptibilities of a foreign audience.

Now the spoken word is attached to the film acoustically and optically, and the lips of the actor belie the sound.

The dilemma is treated by Raymond Henry in *L'Européen* (Paris), where he writes:

"What was quite simple in the silent film and could be obtained by simple means—that is, by means of international characters—has, with the appearance of the talking-film, become a very delicate problem, and one of considerable importance.

"It is a problem of social and political importance, for the film is one of the most powerful factors of amity, reconciliation, and social intercourse among nations.

"It is also a problem of economic importance, for the film industry is a world industry, which it can no longer remain, if in each country it is limited to the territory where the language of that particular country reigns. For by a curious alinement of artistic and commercial conditions, the film is indissolubly bound up with economic considerations which it must take into account or perish."

A MERE glance at the babel of tongues in the world shows what the film producer is up against:

"The opinion of philologists as to the number of living languages is quite at variance.

"Their counts vary from 800 to 3,000. The language most spoken is Arabic, closely followed by English, Russian, German, Chinese, Spanish, French, and Italian. The complication of linguistic problems which faces the producer of talkies is made up of such facts as, for example, that the Castilian is appreciably different from the Spanish spoken in Latin America.

"The English, on their side, consider the 'Yankee' to be a barbarous dialect, and they have even started a campaign against the presentation of American talkies in Great Britain.

"Here is another example: the average European believes that India is made up of an homogeneous race and languages, but it has no less than 197 languages and 544 dialects!

"The producers are striving to find means or palliatives which would permit the exploitation internationally of the films which they produce. The situation, however, steadily becomes more critical as time passes.

"In the first days of the talkies it was quite possible to show 'The Jazz Singer' or 'The Singing Fool' in France by having the subtitles in French explain or give a brief résumé of the dialog. To-day, no European audience would accept such a condition of things; it is too accustomed to the talking-film to consent to be present at the miracle of the spoken word on the screen without understanding it; it wants and demands the film in its own language."

MANY producers have made their films in a number of versions, each version being played in a different language by actors of the language. But it goes without saying that such a procedure is extremely onerous, and even for the best of films, one could not visualize more than four versions—English, French, German, and Spanish:

"Such a delimitation, it must be remembered, is not inspired by a diffusion of tongues throughout the world, but merely in order to make possible some financial gain in each country or territory where one of these languages is spoken.

"In this respect, English occupies, by far, first place. It suffices in order to illustrate the possibility of financial returns in English-speaking countries, to state that in the United States alone there are as many cinemas as in all of the countries of Europe combined.

"At the same time, it is equally evident that a Greek or an Estonian version would never be considered, for it would be impossible to make them pay for themselves.

"The small countries would always be sacrificed.

"But what is more, aside from economic reasons, another consideration would make the multiple-version idea far from being the ideal solution for the internationalization of the talkie. That consideration is this: the works of the great screen artists can only be played by themselves, and not by doubles in other languages. Let us suppose that Charlie Chaplin were to make a talkie. Could one believe that a French or a German comedian could replace Charlie Chaplin in each of these versions?

"The adapter is constantly faced with two possibilities, or rather two impossibilities: he must either sacrifice the picture to the style of the language, and risk the danger of evoking a laugh; or he must do violence to the style of the language in favor of the picture, and be equally liable to ridicule, for in the one case as in the other, the word and the picture would never coincide."

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God the Great Mathematician

THE ARCHITECT OF THE UNIVERSE now begins to appear as the Great Mathematician.

So a great scientist believes.

For the universe He made is best exprest in the terms of a mathematical formula.

It is not, Sir James Jeans believes, a gigantic bit of mechanism or an enterprise ruled by determinism that makes man out a mere puppet or robot.

Mind and spirit are free and have free play—and above all broods the mind of the Mathematician.

So if lay heads ache in trying to follow through the difficult mazes which rid the universe of all substance, they may be relieved to learn that modern science sees a mind working outside of time and space, fashioning the universe on the rim of nothing and making of this tiny world a fit place for man's habitation.

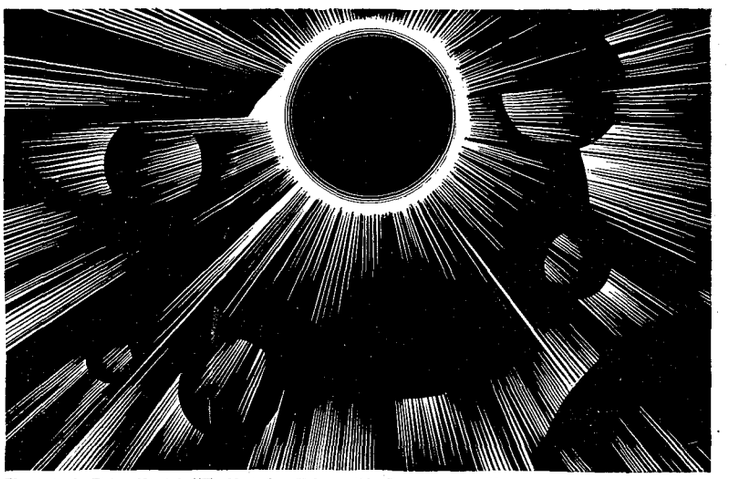

Illustration by Walter Murch in "The Mysterious Universe," by Sir James Jeans (Macmillan)

"Let There Be Light"

WHETHER man is an accident of nature or part of the design appears not to affect the result—he is here, with the vast field of heaven for his heritage, and no mathematical formula has yet been found to describe his power of contemplation and his desire for right and truth.

In his book, "The Mysterious Universe" (Macmillan), Sir James Jeans goes over a lot of new ground for the lay reader.

The universe has no substance.

It is nothing but waves, which can be exprest only by mathematics.

It exists only in the mind, only as an object of thought.

The ether is an abstract.

In the scientific process the old familiar laws of the conservation of matter, of mass and of energy are reduced to one, swallowed up in radiation.

The law of cause and effect is supplanted by the law of probabilities.

Time and space are measured in terms of a mysterious unity equal to a second multiplied by the square root of minus 1, a number which has no existence outside the imagination.

IN short, the universe is like a soap bubble, with the insubstantial stars, numbering more than all the sands of all the beaches of the world, floating on its insubstantial surface. Around this empty globe light curves and bends back on itself, showing that space itself is finite.

With an apparently solid earth beneath our feet, the vast framework of heaven above us, and brick and steel to shelter us, it all sounds weird and fantastic, like a feverish dream. But the thought behind it all necessarily implies a Thinker.

"To my mind," writes Sir James, "the laws which nature obeys are less suggestive of those which a machine obeys in its motion than of those which a musician obeys in writing a fugue, or a poet in composing a sonnet." As he puts it,

"The motions of electrons and atoms do not resemble those of the parts of a locomotive so much as those of the dancers in a cotillion. And if the 'true essence of substances' is forever unknowable, it does not matter whether the cotillion is danced at a ball in real life, or on a cinematograph screen, or in a story of Boccaccio. If all this is so, then the universe can be best pictured, altho still very imperfectly and inadequately, as consisting of pure thought, the thought of what, for want of a wider word, we must describe as a mathematical thinker.

"In the stately and sonorous diction of a bygone age, Bishop Berkeley summed up his philosophy in the words:

"'All the choir of heaven and furniture of earth, in a word all those bodies which compose the mighty frame of the world, have not any substance without the mind. . . .

"'So long as they are not actually perceived by me, or do not exist in my mind, or that of any other created spirit, they must either have no existence, at all, or else subsist in the mind of some Eternal Spirit.'"

MODERN science leads Sir James by a different road to a not altogether dissimilar conclusion. "It does not matter," he says, "whether objects 'exist in my mind, or that of any other created spirit' or not; their objectivity arises from their subsisting 'in the mind of some Eternal Spirit.'"

Here we may intrude Sir James's conclusions on whether the universe is running down to eternal stillness or perpetually rewinding itself.

Nature frowns on perpetual motion, he says, and it is very unlikely that her universe will provide an example, on the grand scale, of the mechanism she abhors. The science of thermodynamics, he tells us, explains how everything in nature passes to its final state by a process designated the "increase of entropy." When this increase has gone so far that it can go no further, the universe will be dead.

"Thus," says Sir James, "unless this whole branch of science is wrong, nature permits herself, quite literally, only two alternatives, progress and death: the only standing still she permits is in the stillness of the grave."

BUT elsewhere in his book Sir James mentions that Robert Millikan, the noted American scientist and Nobel Prize winner, believes that the Creator is still at work, that the cosmic batteries perpetually rebuild stars out of the radiation continually streaming into space.

To resume the continuity, Sir James finds no place in science, now, for the mechanical theory of thirty years ago—that into this mechanical world, life, through the play of blind forces, stumbled by accident, destined in the end to be frozen out, to leave a world lifeless again. Rather, he writes:

"To-day there is a wide measure of agreement, which on the physical side of science approaches almost to unanimity, that the stream of knowledge is heading toward a non-mechanical reality; the universe begins to look more like a great thought than like a great machine.

"Mind no longer appears as an accidental intruder into the realm of matter; we are beginning to suspect that we ought rather to hail it as the creator and governor of the realm of matter—not, of course, our individual minds, but the mind in

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which the atoms out of which our individual minds have grown exist as thoughts. . . .

"We discover that the universe shows evidence of a designing or controlling power that has something in common with our own individual minds—not, so far as we have discovered, emotion, morality, or esthetic appreciation, but the tendency to think in the way which, for want of a better word, we describe as mathematical. And while much of it may be hostile to the material appendages of life, much also is akin to the fundamental activities of life; we are not so much strangers or intruders in the universe as we at first thought.

"Those inert atoms in the primeval slime which first began to foreshadow the attributes of life were putting themselves more, and not less, in accord with the fundamental nature of the universe."

But the British scientist takes pains to point out that everything that science says is "quite frankly speculative and uncertain." And he concludes:

"We have tried to discuss whether present-day science has anything to say on certain difficult questions, which are perhaps set forever beyond the reach of human understanding.

"We can not claim to have discerned more than a very faint glimmer of light at the best; perhaps it was wholly illusory, for certainly we had to strain our eyes very hard to see anything at all. So that our main contention can hardly be that the science of to-day has a pronouncement to make; perhaps it ought rather to be that science should leave off making pronouncements: the river of knowledge has too often turned back on itself."

Another word of similar import comes from that brilliant scientist, Sir Arthur Eddington, who is constrained to concede the existence of a spiritual element in human experience and to conceive of this as a creative element.

In a recent address broadcast throughout the British Isles and the United States, he put the question, "What is the truth about ourselves?" We may, he said, incline to various answers:

"We are a bit of star gone wrong. We are a complicated physical machinery—puppets that strut and talk and laugh and die as the hand of time turns the handle beneath.

"But let us remember that there is one elementary and inescapable answer. We are that which asked the question.

"Responsibility toward truth is an attribute of our nature.

"It was through our spiritual nature, of which responsibility for truth is a typical manifestation, that we first came into the world of experience.

"Our entry via the physical universe is a reentry."

Materialism and determinism, those household gods of nineteenth-century science which held that the world could be explained in mechanical and biological concepts as a well-run machine, every cog of which moved in relation to every other cog, must be discarded by modern science, said Sir Arthur. His conclusion appears to be summed up in this paragraph:

"I would say that when from the human heart the cry goes up, 'What is it all about?' it is no true answer to look only at that part of experience which comes to us through certain sensory organs and reply: 'It is about atoms and chaos, it is about a universe of fiery globes moving on to impending doom; it is about non-computated algebra'; but rather is it about a spirit in which truth has its shrine, with potentialities of self-fulfilment in its response to beauty and right."

Christmas, 1930

By Anderson M. Scruggs

How can they honor Him—the humble lad
Whose feet struck paths of beauty through the earth—
With all the drunken revelry, the mad
Barter of goods that marks His day of birth?
How can they honor Him with flame and din,
Whose soul was peaceful as a moon-swept sea,
Whose thoughts were somber with the world's great sin
Even while He trod the hill to Calvary?

I think if Jesus should return and see
This hollow blasphemy, this day of horror,
The heart that languished in Gethsemane
Would know again as great and deep a sorrow,
And He who charmed the troubled waves to sleep
With deathless words—would kneel again and weep.

—*Holland's Magazine of The South, Dallas, Texas.*

Origins of Christmas Customs

The Yule Log, so long associated with the celebration of Christmas, originally was dedicated, we are told, to the sun, as the light of the world.

It was one of the pagan customs which the early Christian teachers found in Britain, and when the Saxons were converted, Mildred P. Blakelock tells us in *The Homiletic Review* (New York), the Church did not forbid it, but, instead, allowed it to be transformed into a Christmas custom, the log being kindled in honor of the birthday of the Light of the World, and the songs sung to the sun being altered to carols in praise of Christ.

Writing from an English environment, Miss Blakelock tells us something about the origins and character of Christmas customs, many of which have come down to us from pagan times and have been adapted to Christian use with the blessing of the Church.

The American custom of illuminating shrubs in the garden with electric lights at Christmas, says Miss Blakelock, was brought from Sweden, where it is an old custom to leave lights in the windows of the houses on Christmas Day.

Nearly all the customs, she says, have a religious origin:

"For example, the presents given at Christmas are by some said to have been birthday presents suggested by the example of the wise men; similarly with the spices put into the mince pies, the pastry of which was supposed to represent the manger.

"Even the quaint custom in Yorkshire connected with mince pies is rather helpful, as it shows hospitality which is certainly 'good-will,' and teaches everybody that the season of Christmas lasts twelve days.

"The meaning of the custom is that every mince pie eaten in a different house on one of the days of Christmas brings a happy month. So that if any one can find twelve houses where he can eat mince pie he secures a happy year. Dickens says in his wonderful 'Christmas Carol' that wherever *Scrooge* went all over the world he found men humming Christmas tunes, or thinking Christmas thoughts, or remembering some bygone Christmas.

"It is the same to-day."

The custom of sending Christmas cards is not very old, for we are told that tradition has it that the first Christmas card was sent by W. E. Dobson, R.A., in 1844. He drew a sketch for a distant friend, symbolizing the festive spirit of the season, to show him that absent friends are not forgotten at Christmas.

"To receive Christmas cards depicting the lighted village church covered with snow, the 'waits' singing Christmas carols at midnight in the village street, or the children gathered round the Christmas log," says Miss Blakelock, "not only shows the recipient that he is remembered by his friends, and will be thought of in church and at the social festivities, but it recalls his old associations connected with the season, and this is helpful to him."

Most of the cards are reproductions of old masterpieces. "The Madonna and Child" has been painted by artists of all countries and dates, says the writer, and she narrates:

"I counted eighteen in one gallery alone at an exhibition of Italian pictures, dated 1200 to 1900, held in London recently,

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and no doubt I should have been able to count as many in the exhibitions of Dutch and Flemish art, if I had thought of it.

"In the curious old stained-glass church windows called 'Jesse Windows' the tree of Jesse culminates in the Virgin and Child, and most churches of all dates contain at least one Christmas picture in the windows. So the designers of Christmas cards have no difficulty in getting reproductions of early pictures."

MUSIC, of course, has also made its contribution to Christmas. St. Ambrose, says Miss Blakelock, wrote a Christmas hymn in 340 A. D. which was translated by Dr. Neale, who died in 1866. Its first line is "Come thou Redeemer of the earth." St. Germanus wrote "A Great and Mighty Wonder" in 634 A. D.

Of later Christmas hymns which have become popular, Miss Blakelock writes:

"I think the three Christmas hymns most sung in England during the last fifty years are 'While Shepherds Watched Their Flocks by Night,' which was written in 1652 by Nahum Tate; 'Christians, Awake,' written by John Byron in 1690; and 'Hark, the Herald Angels Sing,' written by Charles Wesley in 1743.

"Others are being added to them, some of more recent origin. Christina Rossetti's hymn, 'In the Bleak Mid-winter,' is becoming a favorite, and she did not die until 1894, just a year later than Bishop Phillips Brooks of Massachusetts, who wrote the hymn, 'O Little Town of Bethlehem,' which is much sung in England now during the Christmas season.

"Christmas anthems are often taken from 'The Messiah,' composed by George Frederick Handel, who, tho a German by birth, spent most of his life in England, and was buried in Westminster Abbey in 1759. Another famous anthem composer is Orlando Gibbons, who wrote much church music in England, and was organist in one of the London churches. His date is 1583-1625. Another was Henry Purcell, born 1658. He was organist at Westminster Abbey, and was a celebrated composer who did much to improve the musical services of the Church. Many of the quaint old Christmas carols have been arranged as anthems by more recent composers."

Filling Up the Community Chests

WHAT will be good news all round is that contributions to the country's community chests are expected to be more than they were last year.

Sixty-four cities have reported oversubscriptions to date, we read in the New York *Times;* and on this basis Homer W. Borst, executive director of the Association of Community Chests and Councils, estimates that during the fiscal year which began last July a total of about $80,000,000 will be raised for community chests, exceeding the subscriptions for the previous period by about $5,000,000.

Community chests are maintained in 360 cities. In the sixty-four cities which have already reported $16,623,015 has been raised for expenditure in 1931, as compared with $15,325,545 at this time last year.

In twenty-four cities the quota set for 1931 has been oversubscribed—in some instances by a margin of only a few dollars, in others by as much as $100,000.

The unemployment situation, creating a greater demand upon community chests, also has created, officials of the association declare, a greater interest and willingness to support the chests.

Various factors contributed to the increase, we read. In some cities the oversubscription is reported to have been the direct result of wealthy persons doubling or increasing their subscriptions. On the other hand, it was found that in every city a large part of the increase has come directly from job-holders—persons who may at any time have to turn to the chests for aid.

Springfield, Massachusetts, says *The Times's* account, is cited as the best example of this. It has subscribed $46,000 more than it did last year and $40,000 more than its quota. An analysis of the subscriptions showed that contributions of $1,000 or more balanced perfectly against those of last year, with the additional $46,000 coming entirely from small salaried industrial job-holders, who gave more and in larger numbers than previously.

The Motherhood of the Church

DURING THIS SEASON commemorating the birth of the Child it is well to be reminded that the Church remembers the children.

Its program of education and regeneration of children is expanding, we are told, and parents are urged to take advantage of its very real assistance in training the young idea. It is an organization for which society has yet found no substitute, any more than it can find a substitute for the lesson which began in the Manger.

The report, then, of the Committee on Youth Outside the Home and School, prepared for the White House Conference on Child Welfare, is especially appropriate just now. An article on the conference itself appeared elsewhere in THE LITERARY DIGEST, December 6.

The committee reports that 18.4 per cent. of the total church membership is made up of children, and that church membership is increasing. For the past two decades it grew by 17.6 and 18.9 per cent., respectively, which almost exactly parallels the population growth of 17.2 and 19 per cent. for these periods.

During the nineteenth century and down to 1910, growth in church membership in the United States actually exceeded population increase. Thus the figures for the past twenty years would seem to indicate a waning of religious influence.

Yet, notes the Asheville *Times*, in its analysis of the report, the churches have been keeping pace—and that too during a period of cataclysmic world war and of business dislocation and painful, slow readjustment. And, it points out:

"Any organization which can keep intact during a terrible period of prolonged world warfare and of serious business depression and disorganization must be in a sound condition.

"Thus, religious leaders should not be deprest by the frequent gloomy accounts of church decay in this country or abroad.

"The committee finds that the most significant developments among the churches are the growth of religious education programs for children and young people and the tendency of the Church to affiliate itself with the actual daily experiences of younger members. Also all the churches are seeking more and more to work together in the interest of community needs.

"Again there is 'evidence of a wholesome and extensive hunger and returning of a somewhat materialistic and pleasure-mad age to reach out for deeper spiritual values in life.'"

PARENTS are urged by the committee to make fuller use of the Church, not only for spiritual values, but also as a needed educational measure. It is recommended, too, that more persons volunteer for training as leaders in youth programs of the churches and that the churches institute more programs where youth themselves may take part.

Further interesting findings, too, are made by the committee, as the Asheville paper points out:

"Other organized agencies which influence boys and girls in the 40 per cent. of their time which is spent outside of home and school include girl agencies which influence 1,500,000, boy agencies which enroll 2,100,000, and neighborhood agencies which deal with 1,400,000.

"From one-fourteenth to one-twelfth of the total time of the 45,590,341 young people in America under eighteen years of age is spent in school. One-third of their time is spent in sleep.

"The Society of Jesus, one of the most remarkable religious organizations of all times, early recognized the fact that the Church must seek the youth. Thus, during the seventeenth and eighteenth centuries, in Europe, Jesuit schools were established in many places and had a wonderful influence.

"The Jesuits were the finest teachers of that period. They established hundreds of colleges, and annually enrolled hundreds of thousands of students.

"Similarly, churches of the twentieth century must increasingly endeavor to attract and influence young people.

"Various of our denominations have parochial and other church school organizations. But all can bring themselves to the youth by church programs and entertainments of many sorts."

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PERSONAL GLIMPSES

Stalin's Mother: "Soso Was Always a Good Boy"

SHOULD HE BE A COBBLER? Or should he be a priest?

"A cobbler," said his father, sturdy scion of a long line of village cobblers.

"A priest," pleaded his mother, who seemed to read ineffable mysteries in the dark, Oriental eyes of her small Soso.

Soso is a pet name for Joseph in the language of Georgia—not U. S. A., but the fire-eating little Soviet republic away down between the Black Sea and the Caspian, where Europe and Asia meet. And this little Joseph Djugashvili was destined to become neither cobbler nor priest, but uncrowned autocrat of all the Russias, and to have his name changed to Stalin.

She Didn't Raise Her Boy to Be a Dictator: Stalin's Mother in Georgian Costume

Stalin is Russian for *steel*, and in Lenin's opinion the Georgian Joseph, his disciple and comrade, had a will forged of that tempered metal. But to Joseph Stalin's mother he is still Soso, who was always a good boy, and whom she was wont to vision as a saintly young shepherd of human souls, leading them into paths of meek and other-worldly devotion very different from the profane Soviet spirit of which her son is the chief mouthpiece.

The former Soso has to a great extent baffled the curiosity of the outside world. A veiled prophet, an invisible tyrant, the mystery man of the latest unfoldment of Russia's vast political and economic drama—such has been the reputation built for him by foreign rumor, with occasional trimmings of rebellion and assassination.

Latterly he has accorded one or two interviews to American journalists, and apparently shown small desire to make a mystery of himself or his policies. And now we get some light on the human side of the man in the shape of an interview with his mother.

This novelty is the twelfth article of a copyrighted series of twenty-four on "The Red Trade Menace," by H. R. Knickerbocker, chief of the Berlin Bureau of the New York *Evening Post*. Writing from Tiflis, Mr. Knickerbocker begins anecdotally:

A Georgian schoolboy was asked to name the foremost rulers in his country's history.

"Vachtang the Brave," he answered, "David the Restorer, Queen Tamara and Soso the Great."

"Why 'Soso the Great'?" asked his teacher.

"Because Soso was the first to annex Russia to Georgia."

The anecdote tells volumes, but not, of course, until one knows who Soso is. He is the ruler of 150,000,000, tho his party calls him merely "the most trustworthy interpreter of Lenin's doctrines," and his title is only Secretary General of the Central Committee.

His picture hangs in every shop, factory and office in the Soviet Union. It peers out from newspaper front pages at regular intervals all over the world. He is probably the most powerful political leader in any nation. In Russia his name is a cult, a promise and a threat.

It is none of these things to his mother. To Ekaterina Djugashvili, Joseph Djugashvili, known as Koba to the Czar's police, as Stalin to the world, is simply Soso, the son whose career, astounding, improbable, has not even yet fully reconciled her to the disappointment she suffered when he failed to become a priest.

No member of Stalin's family, except himself, had been interviewed until to-day.

His friends will not speak of his private life.

There is no man of equal prominence in the world about whose person is woven so impenetrable a veil of secrecy as that which surrounds the chieftain of the All Union Communist party. Power allures. Power from a source mysterious terrifies. Mystery about his person is one of the effective reasons why Stalin in Russia is synonymous with power unlimited.

Stalin's mother was the first of his family to break the spell of silence about him.

It was in the palace of the former Viceroy of Georgia that we met. Not in the drawing room that might have served as salon for a queen-mother at another age, but in one of her two commodious but simple living rooms.

Russia's Autocrat as a Young Divinity Student

HERE we are told about the palace, "luxuriously situated in the midst of a great subtropical garden, at the foot of one of the highest chains of hills that overlook Tiflis." There, it seems:

The Viceroys of the Czar had good living, but few enjoyed it long. Assassinations, and attempted assassinations on the part of the fiercely independent Georgians, kept a succession of incumbents moving in and out of the viceregal apartments.

At their doors to-day stand uniformed sentries of the G. P. U. In the reception hall the walls are plastered with announcements pertaining to the business of the Council of People's Commissars of the Trans-Caucasian Republic, whose headquarters are here.

Revolutionary posters and the eternal appeal for harder work on the Five-Year Plan remind one that all the way from Siberia to the edge of Persia the Soviet Union is dominated to-day by a single purpose, and a single will.

It was the maternal source of that will, which to-day is incorporated fully in the person of Joseph Stalin, that I was seeking. Ten minutes of wandering through leafy

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courts, winding corridors, up and down stairs, brought me to her rooms, on the first floor.

A middle-aged woman answered our knock, asked what we wanted. She looked mistrustfully at the foreigner but consented to ask Mrs. Djugashvili if she would exchange a few words about her son.

Fortunately there are few occupations so entirely agreeable to Ekaterina Djugashvili as that of talking about Joseph Djugashvili.

P. & A. photograph

Comrade Stalin (white shirt, black pipe) and His Gang

The mother of Russia's man of steel looked very small when she came through the big double doors leading from her bedroom. Gray-haired, slender, drest in gray woolen Georgian peasant costume, she peered at us pleasantly through silver-rimmed spectacles.

She listened a moment as I explained my desires, her firm smile expanding at the mention of Stalin.

To my Georgian interpreter she said: "I'm sorry I speak so little Russian."

Stalin grew up in a family whose distaste for Russia was too great to admit the Russian language. The son learned it as a necessary instrument for the revolution.

To-day he uses it in pronouncements that determine the course of the nation, and seventy-two million Russians listen.

To his mother it is still a foreign tongue.

With simple courtesy she asked us to be seated. We drew up chairs to a big table covered with a worn red cloth. She apologized for having no coffee or tea to offer us.

It was now, at the very outset, that the dictator's mother voiced her emphatic, "Soso was always a good boy," adding, "I never had to punish him." This overanxiety to give him an orthodox good character may be related to a point at issue between her and current historians, as to whether or not Stalin was expelled from the theological seminary in which he studied for the priesthood. Thus she exclaimed later:

"It is not true that Soso was expelled from the Theological Seminary in Tiflis. I took him out on account of his health."

This was news indeed.

All the official biographical sketches of Stalin declare that he was a student at the Theological Seminary in Tiflis, that the religious instruction there "did not correspond to the needs of the young Djugashvili," that he became interested in revolutionary ideas and was expelled for being "unreliable."

It is a point that will be recognized as important by anyone acquainted with the psychology of the Communist Party. I probed deeper.

"No, I tell you," she insisted, "he was not expelled. I took him out on account of his health. When he went up to Tiflis from Gori and entered the seminary he was fifteen years old and he was one of the strongest boys you ever saw. But then he studied too hard in the seminary and by the time he was nineteen he was so run down that the doctors said he might get tuberculosis. So I took him out of school. He did not want to go. I took him out.

Twenty years of repeating the same story imbeds it irretrievably in one's mind. After twenty years it is too late to make amendments. Stalin's mother is positive of her facts—so are the official records.

According to Walter Duranty, in a Moscow dispatch to the New York *Times*, the future Communist leader "formed a Marxist group in his seminary and was duly expelled." Coming down to the present day, Mr. Duranty quotes Stalin as admitting that capitalism "is still strong and may recover" [from the present world economic depression], but adding:

"You know the situation in Europe to-day—like an armed camp, with more money for armaments wrung each year from nations now half bankrupt, some of them as a result of the economic crisis. Things can't go on like that—the breaking point must come somewhere."

"You mean," the writer asked, "that the status of Europe as established by the Versailles Treaty can not last?"

Stalin said:

"I don't think the Versailles settlement"—he paused—"can last long." Then he added emphatically:

"It can not last."

To Eugene Lyons, of the United Press, Stalin denied that he was a dictator, ridiculed the stories of Soviet dumping, and predicted that in two years Russia would be the world's largest grain producer. Regarding American relations he said:

"If it can not establish political ties with the United States, the Soviet Union at least desires to strengthen its economic ties with America. And America, being a great, wealthy, technically progressive and developed country, must appreciate the advantages of such economic intercourse as much as we do."

Mr. Lyons gives us these personal impressions of his subject:

Stalin, a stockily built man of fifty-one, of medium height, with a shock of black hair streaked with gray, was obviously in fine health, but his face showed the strain of enormous work. He did not look the part of a "man of steel" for he was quick to smile and had a sharp but kindly sense of humor.

His tired looking eyes frequently lighted up, but his dark face lacked the sprightliness of Klementi Voroshilov, Commissar of War, who joined us informally and remained to assist in the interview.

At a distance Stalin looks cold, but at close range he manifests a broad smile almost as full of teeth as Roosevelt's and like Roosevelt's, overshadowed by a shaggy mustache.

Tho apparently amused by questions regarding his personal life, Stalin gave the desired information, saying he had a wife and three children, the oldest a boy of twenty-one studying technical railroading. The others are a boy of ten and a girl of five.

He spoke like a fond father, and he countered the family queries by asking questions about the correspondent's family and warning that the correspondent's daughter might turn out to be a "Red pioneer."

P. & A. photograph

The Man of Mystery Leaves the Legislative Hall

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The widespread and co-ordinated interests of the nation depend upon an intercourse that less than sixty years ago was not possible in a single community. This is the task of the telephone wires and cables of the Bell Telephone System—to make a single community of our vast, busy continent wherein a man in Los Angeles may talk with another in Baltimore or a friend in Europe as readily as with his neighbor.

It is the work of the Bell Telephone System to enable friends, families and business associates to speak clearly and immediately with one another, wherever they may be. Its service is as helpful and accessible on a village street as in the largest cities.

To match the growing sweep and complexity of life in this country, to prepare the way for new accomplishments, the Bell System is constantly adding to its equipment and bettering its service.

To this end, its construction program for 1930 has been the largest in its history. This System at all times accepts its responsibility to forward the development and well-being of the nation.

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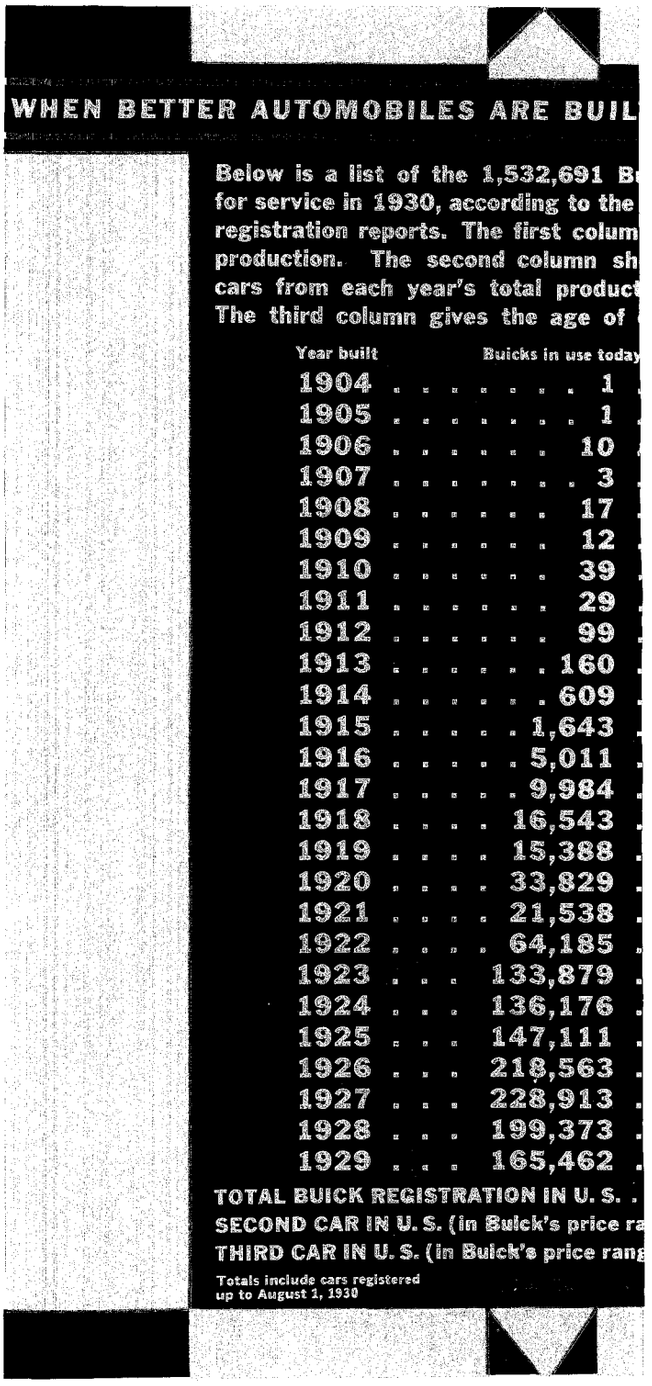
THE EIGHT


WHEN BETTER AUTOMOBILES ARE BUIL
Below is a list of the 1,532,691 B
for service in 1930, according to the
registration reports. The first colum
production. The second column sh
cars from each year's total product
The third column gives the age of
Year built
Buicks in use today
1904 1
1905 1
1906 10
1907 3
1908 17
1909 12
1910 39
1911 29
1912 99
1913 160
1914 609
1915 1,643
1916 5,011
1917 9,984
1918 16,543
1919 15,388
1920 33,829
1921 21,538
1922 64,185
1923 133,879
1924 136,176
1925 147,111
1926 218,563
1927 228,913
1928 199,373
1929 165,462
TOTAL BUICK REGISTRATION IN U. S. .
SECOND CAR IN U. S. (in Buick's price ra
THIRD CAR IN U. S. (in Buick's price rang
Totals include cars registered
up to August 1, 1930

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. . . the underlying reason for Buick's Leadership

Men and women everywhere a buying the new Buick Straig Eight with implicit confidence that it is a surpassingly fi car . . . because back of this Eight is a twenty-six year reco of building soundly and well, as is proved by the above tabl

Listed here are hundreds of thousands of Buick cars 5 · 10—15—even 20 years of age—all of which are in acti service today. There is one Buick built in 1904—26 yea ago—yet its owner bought license plates to drive it in 193 There are ten Buicks, 24 years old, all registered for servi this year. And there are more than 70,000 Buicks, 10—1 —15 years of age, still serving faithfully day after day.

The majority of buyers of new Buick Eights will n

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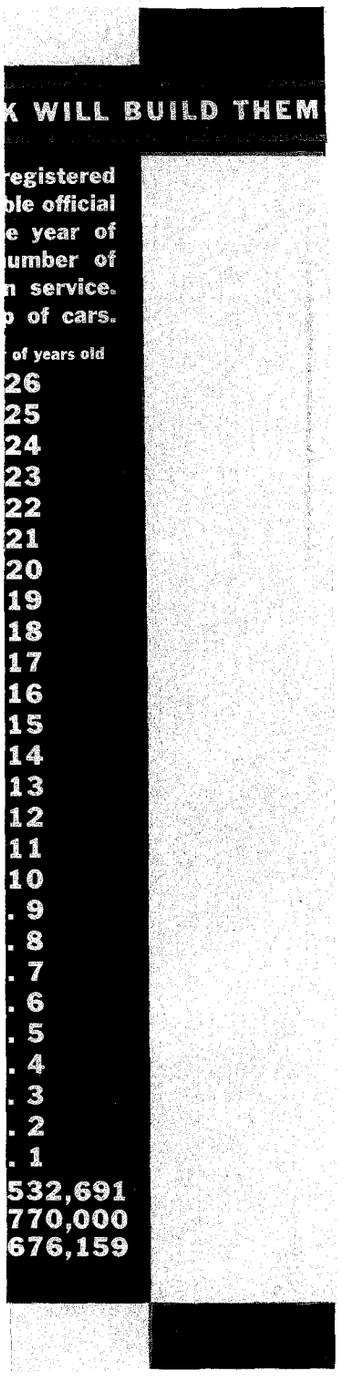


AS BUICK BUILDS IT

Buick

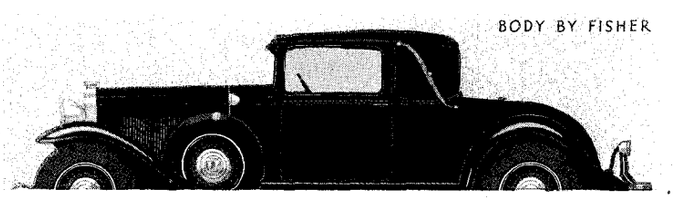
* *Registration figures used in this advertisement compiled by R. L. Polk & Company*

oose to drive their cars this long. But they will enjoy *finer, re reliable performance through all their months and miles of nership* because of the extra stamina which Buick builds to its cars—and which is the priceless heritage of the ght as Buick Builds It.

The motorists of America are purchasing more new iick Eights than all other eights of its price combined. ney favor Buick so strongly that, in state after state, they e giving it 45 to 65 out of every 100 sales of the fourteen ghts in its price class. They are bestowing upon Buick en more decisive leadership than at any previous period Buick history.

The greater performance, beauty and comfort of the Eight as Buick Builds It are important reasons for this preference—but even more vitally important is America's deep-rooted confidence in Buick design and manufacture, inspired by Buick's twenty-six year record of building soundly and well.

The new Buick Straight Eights, in four series and four price ranges, are offered in 20 luxurious models, from $1025 to $2035, f.o.b. Flint, Mich.



PRODUCT OF GENERAL MOTORS

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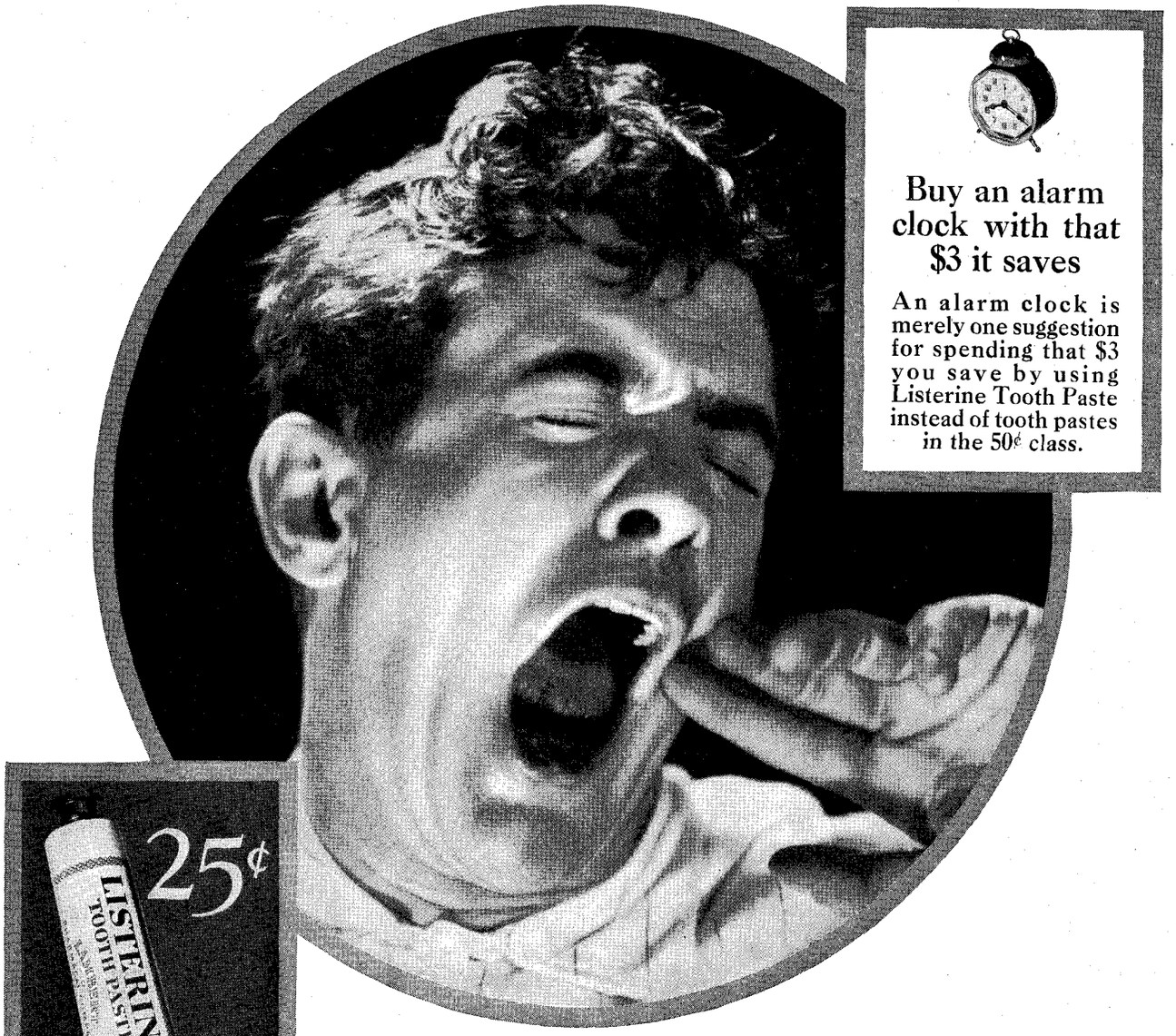
Buy an alarm clock with that $3 it saves
An alarm clock is merely one suggestion for spending that $3 you save by using Listerine Tooth Paste instead of tooth pastes in the 50¢ class.
25¢
LISTERINE
TOOTH PASTE

When will you wake up to this fact?

25¢ is enough to pay for tooth paste

The day of the costly dentifrice is over. It is behind the times. At least 4,000,000 alert, critical men and women who used to pay 50c or more for their tooth paste now pay 25c. That is the price of Listerine Tooth Paste. They have found that they sacrifice nothing in quality or results. They have found also that it saves them $3 a year.

If you are not already a user of this up-to-date dentifrice buy a large tube (25c) today. Give it a thorough trial. It is made by the makers of Listerine, for fifty years students of mouth hygiene. You will find that, in every way, it is worthy of the Listerine name.

See how perfectly and how gently it cleans teeth.

See how swiftly it erases ugly tartar and unpleasant discolorations.

Note how its modern cleansing agents reach hard-to-get-at spaces between teeth and remove decay-causing matter.

Note how white and unmarred it leaves the enamel. How it imparts brilliance and luster that others envy.

Look also for that wonderful feeling of mouth invigoration that follows its use.

That such a paste can be offered at such a price is due to three factors. Enormous buying power. Modern manufacturing methods. Mass production. Each cuts manufacturing costs, enabling us to offer you at 25c a tooth paste that would ordinarily cost twice that. Lambert Pharmacal Co.

The makers of Listerine Tooth Paste
recommend
Pro-phy-lac-tic Tooth Brushes

LISTERINE TOOTH PASTE 25¢

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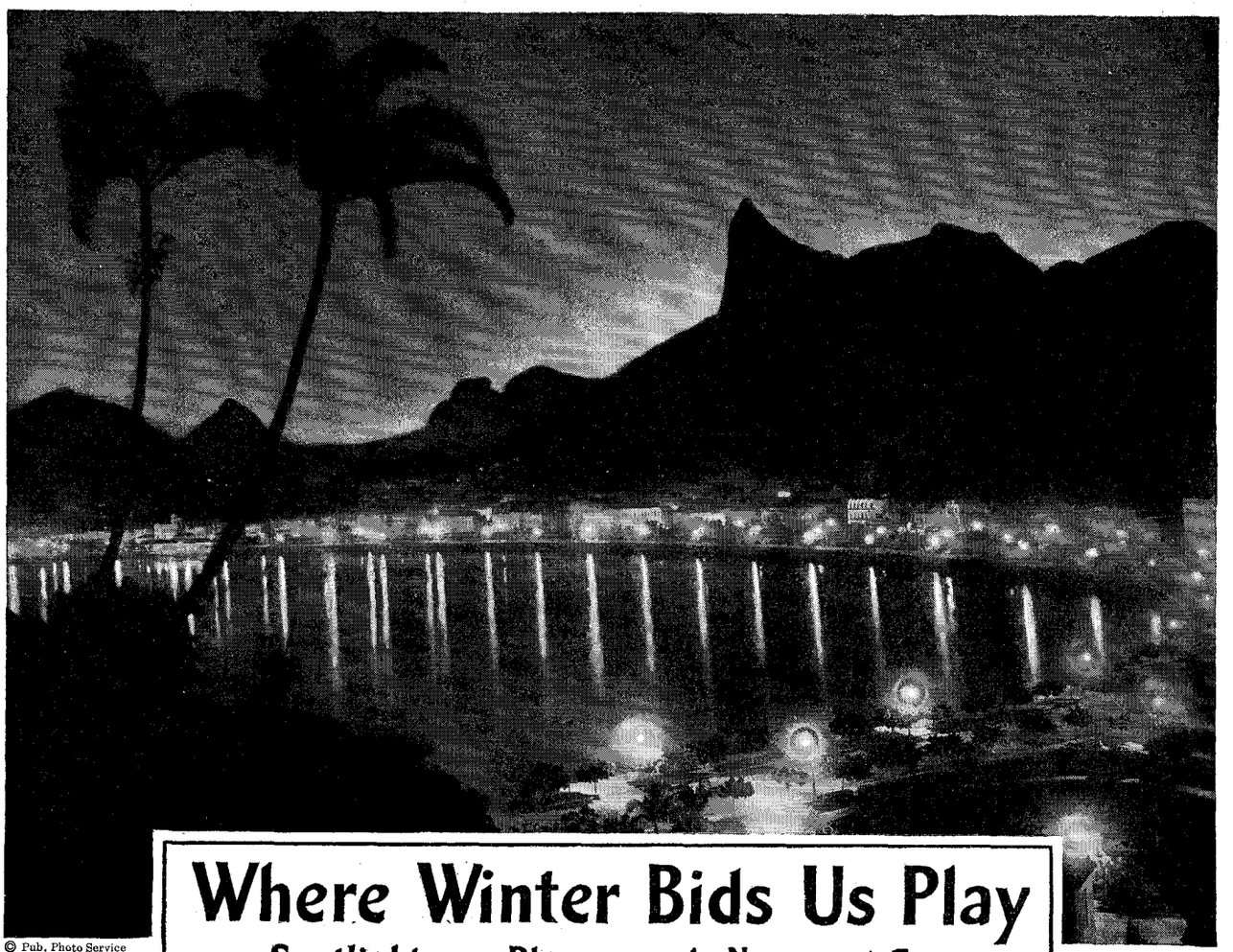

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"RIO"

Where Winter Bids Us Play

Spotlights on Playgrounds Near and Far

MAGIC

Rambles in The South

A SMILING land of infinite travel charm beckons us southward. With traditional hospitality it welcomes us to mellowed cities and colonial homes. It permits us to turn the pages of America's most tragic and romantic history. It enables us to view wonders of nature—marvelous caverns, unusual formations, towering mountains, healing springs, the sites of two new National Parks. It offers recreation, including bathing on miles upon miles of ocean beaches; golfing on hundreds of courses; horse and hounds; motoring over excellent roads. We now glimpse a few of its high lights.

In the Old Dominion

To Be Visited in Virginia

Arlington	Jamestown Island
Alexandria	Richmond
Mount Vernon	Charlottesville
Fredericksburg	Natural Bridge
Old Point Comfort	Appomattox
Norfolk	ShenandoahValley
Newport News	Amazing Caverns
Yorktown	Hot Springs
Williamsburg	Natural Tunnel

Historic shrines, mountain, valley and river scenery, natural wonders, the old and the new South side by side contribute to Virginia's variety of tourist attractions.

From Washington we may cross the Potomac to the heights of Arlington, and with countless pilgrims pay reverence to the soldier and sailor dead of our wars.

Southward rise the steeples of Alexandria, bidding us to come and feel the spell of her intimate associations with George Washington.

As we again follow the Potomac, the stately colonial home of our first President welcomes us to hallowed Mount Vernon, now one of our National Monuments.

Inland are many other historic homes and towns. Conspicuous among these is Fredericksburg, once home of Mary Washington, and President Monroe. Its Battlefield Park recalls stirring scenes of action.

Along the "northern neck," settled by the Cavaliers, winds the Potomac, ever widening until it joins Chesapeake Bay, leading us southward to Hampton Roads.

Here Old Point Comfort, sought by generations of travelers, looks forth upon a marine foreground noted for its beauty and for the battle between the *Monitor* and *Merrimac*.

Turning West on the peninsula formed by the York and James rivers, we leave Fort Monroe, for the great modern shipyards of Newport News, and by ferry or bridge visit Norfolk, metropolis and chief port of Tidewater Virginia, with Portsmouth and its Navy Yard adjacent.

Then, returning to the Peninsula, we travel on to Lee Hall, diverging there for Yorktown, *first port of entry in America*, and scene of Lord Cornwallis's surrender 149 years ago, ending the Revolution.

Continuing on, we pause at romantic Williamsburg, Colonial Capital of Virginia, birthplace of the Revolution, early center of wealth, fashion and learning, where Presidents, Judges, Governors and Statesmen received their early training. Many ancient structures still remain, and the Williamsburg of old is in process of restoration.

From Williamsburg through pine forests the way leads to immortal Jamestown Island, with its relics of the first permanent English settlement in America.

Ascending the James River and passing some of America's most famous colonial homes, we come to Richmond upon its seven hills, capital of the Confederacy and home of great men.

Now in Middle Virginia we look toward the Blue Ridge, pausing at Charlottesville, site of the University of Virginia and home of Jefferson, Monroe, and George Rogers Clark, conqueror of the Northwest.

From here, turning southward, we may visit Appomattox with its closing chapter of the Civil War, and industrial Lynchburg.

Along the eastern slopes and foothills of the Blue Ridge lies Piedmont, Virginia, a region of rare charm.

Occupying more than three hundred thousand acres of the Blue Ridge heights is the area to be included in the Shenandoah National Park. Here is located President Hoover's camp.

Across the Blue Ridge there unfolds the Great Valley of Virginia, region of scenic beauty, natural wonders, historic towns.

Among our country's impressive creations of nature is the famous Natural Bridge. Beyond it the historic valley leads into southwestern Virginia, with its Roanoke, Salem, Christiansburg, Pulaski, Wytheville, Abingdon, Bristol (on the State line), Tazewell, Bluefield and Blacksburg. West of Bristol is that mountain wonder, the Natural Tunnel.

Northward the Shenandoah Valley brings us to Lexington, with its institutions of learning; Staunton, birthplace of Woodrow Wilson; Grand Caverns and Grottoes; Harrisonburg, a travel center; Endless, Luray and Shenandoah Caverns; Winchester of apple orchard fame, and finally, at the extreme north, at the confluence of the Shenandoah and Potomac rivers, Harpers Ferry in West Virginia.

Beyond the Great Valley in Appalachian Virginia, near Covington, are Virginia Hot Springs, long famous among year-round resorts; also other Virginia springs, including Orkney, Craig Healing, and Warm Springs. Continuing over a route followed by colonial aristocracy, we penetrate the West Virginia mountains to visit White Sulphur Springs.

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Playgrounds of the Carolinas

Outstanding Travel Objectives

Ocean Sounds	Pinehurst
Neuse River	Mid Pines
Wilmington	Southern Pines
Raleigh	Charleston
Asheville	Summerville
Great Smoky Mountains	Beaufort
National Park	Camden
Piedmont Region	Columbia
	Aiken

Four physical divisions of North and South Carolina provide distinctive recreation facilities—the Seaboard, the Long Leaf Pine region, the Piedmont and the summits that rim the western horizon.

North Carolina's deeply indented and island-bordered northeastern coast provides numerous attractions for the sportsman, and such historic towns as Edenton, Newbern, and Beaufort. Wilmington, on the Cape Fear River, is replete with interest.

Down the coast of South Carolina we enter Winyah Bay for a visit at Georgetown, rendezvous of sportsmen.

Charleston, with its charming surroundings, its colonial atmosphere, its background entwined with memories of the past, is one of the captivating cities of the South.

Turning from the sea toward the Pine Belt and Sand Hills, the Carolinas provide well-known resorts. Here are charming old Raleigh; Pinehurst, winter capital of golf besides its many other sports; and its neighbors, Southern Pines and Knollwood.

Entering South Carolina, we find Camden, where the horse is favorite; Columbia, with reminders of early days; and select and aristocratic Aiken. On the edge of the Pine Belt is Summerville.

We turn our eyes westward toward blue summits outlining the horizon. Crossing the picturesque Piedmont, we are welcomed by the beauties of the Blue Ridge, forming the southeastern rampart of the Appalachian Mountain zone in North Carolina and partly bordering South Carolina. Through the valleys we are drawn on by the urge of mighty summits rising beyond, and finally reach the Great Smoky Mountains in North Carolina's "Land of the Sky."

Through the public spirit of North Carolina and Tennessee, aided by the Rockefeller Foundation and the cooperation and agreement of the National Government, the Great Smoky Mountains National Park became a reality last fall. The area already conveyed to the Government includes 158,876 acres, but more than 200,000 acres have been purchased, and the remainder of the 427,000 acres in the total park area of 700,000 acres is now under negotiation and in the courts. According to the National Parks Service it is an area of the Great Smokies forming the border of North Carolina and Tennessee which is:

"a vast, unspoiled, primitive region, with spectacular mountains rising upwards 5,000 feet and more from their base."

Main motor routes from the east and also the Southern Railway converge at Asheville, capital of "Land of the Sky" and eastern gateway to the Park region.

Amid sublime mountain surroundings this inviting city is the climax of an approach through mountain-girt Hendersonville and Hickory Nut Gap, or through Marion and the Swannanoa Gap. Asheville is thronged with visitors in her three seasons—spring, summer and fall—and increasing numbers of tourists are delighting in her invigorating winter climate.

Vast areas of the Carolinas are protected by National Forests. In western North Carolina, with Asheville its headquarters, are the 300,000 acres of the Pisgah National Forest, and, in both North and South Carolina, sections of the Nantahala National Forest, source of rivers and lesser streams.

In Tennessee and Kentucky

Among Tourist Points of Interest

Knoxville	Chattanooga-Chickamauga
Great Smoky Mountains	Boiling Springs
National Park	Indian Cave
Nashville	Lincoln's Birthplace
Mammoth Cave	Blue Grass Region
Louisville	Lexington

From Asheville, nature's approach to Tennessee's mountainlands is through deep forested valleys, and thus we enter this State, North Carolina's partner in the glories of the Great Smoky Mountains National Park. For sixty-five miles these heights extend along the State line.

Courtesy of Asheville Chamber of Commerce

● Where Rises "The Land of the Sky"

As we turn our eyes toward Tennessee, Knoxville is a main objective. We may reach this city via Greenville, and see the old home, tailor shop, and last resting place of Andrew Johnson, or we may go by another route via Newport.

The gateway from Virginia is via Bristol. One route intersects Johnson City, breathing the spirit of the New South, and Jonesboro, oldest town in the State, where Andrew Jackson once practised law; later it passes Limestone, birthplace of Davy Crockett. Routes from either Asheville or Bristol enable us to visit the famous Tate Springs and Indian Cave.

Knoxville occupies one of the most superb sites of any Southern city. It is a city of attractive homes and an educational center, being the seat of the University of Tennessee. Here, too, is preserved the most historic building in Tennessee, the original home of Governor William Blount of "The Territory South of the Ohio," later the State of Tennessee, whose first capital was established here.

From Knoxville routes diverge to other points of interest.

As we follow the winding Tennessee River, travel routes bring us to the Chattanooga-Chickamauga Battlefield Park.

Beyond it rise the heights of Missionary Ridge, and beyond them, Chattanooga, gateway to the mountains of southwestern Tennessee and Georgia. The objective of all tourists is Lookout Mountain.

On the Tennessee River, near Pittsburgh Landing, is the Shiloh National Military Park. In south-central Tennessee is the Meriwether Lewis National Monument, containing the grave of Meriwether Lewis.

Traveling to northern Tennessee, we arrive at Nashville, the city of Andrew Jackson, and visit The Hermitage, also the tomb of President Polk.

From Nashville routes beckon us on across the Tennessee border to Kentucky's attractions, including the Mammoth Cave and Colossal Cavern; Lincoln's Birthplace National Monument; Bardstown, where "My Old Kentucky Home" was written, and the renowned Blue Grass Region, with the Henry Clay birthplace and grave at Lexington, while toward the West, at the Falls of the Ohio, lies charming Louisville, where sleeps President Zachary Taylor.

Georgia's Multiple Playgrounds

Some Tourist Inducements

Savannah	Macon
Sea Island Beach	Stone Mountain
Brunswick	Warm Springs
Thomasville	Mountains
Augusta	Sea Shore
Atlanta	National Forests

An editorial in the Atlanta *Journal* says: "Georgia has a playground reaching from the blue of the mountains to the blue of the sea, marked by as genial a sun as ever ripened peaches and apples and figs or kept meadows green the year around; a playground skirted by forests abounding with game, coursed by rivers that Izaak Walton would have loved, bubbling here and there with healthful mineral springs, dotted with pleasant cities and wayside retreats; a playground on which nature has lavished that 'infinite variety' which 'age can not wither nor custom stale,' and which history has mellowed with charming traditions and made memorable with great events."

If we come to Georgia's Seaboard by water, the Tybee Roads usher us into the winding Savannah River and its famous namesake city. Savannah is popular with travelers. Her parks, monuments, broad streets shaded by trees draped in Spanish moss, and her fine colonial homes and hospitable citizens are a joy to visitors.

From the mouth of the Savannah River southward Georgia's ocean front is picturesque with islands and sounds—"a fayre coast" Ribault styled it in 1562. Following them we come to St. Simons Island, and then a broad harbor introduces us to Brunswick. The charm of the Old South still broods over this town, and Brunswick is also headquarters for delightful island playgrounds. A causeway leads us to Sea Island Beach, with its Cloister, Casino, Roman Pool, Yacht Club, and homes. Here, too, on the adjacent mainland, a game preserve of 60,000 acres offers year-round hunting par excellence. And a short distance southward lies Jekyl Island, with its ultra-exclusive club.

Inland, Georgia bids us to other attractions. Waycross is a gateway to the great Okeefeenokee swamp, "an enchanting wilderness" for sportsmen and nature students. Thomasville, "City of Roses," surrounded by estates, affords numerous winter sports. Albany is in the region of many springs. Nearby gush in mighty volume the waters of Blue Spring.

Through the heart of Georgia we travel among peach orchards to Macon on the Dixie, National and Lee Highways. Macon was once the home of Sidney Lanier. Northwest of Macon, on the Savannah River, Augusta with numerous palatial hotels is one of the South's prominent winter resorts.

Northward routes lead us to the skyscrapers of modern Atlanta, vibrant with the activity of the new South and metropolis of Georgia. Her splendid business structures, her inviting homes on Peachtree Street or Druid Hills, her majestic Capitol, her memorials to Joel Chandler Harris, and near-by Stone Mountain, with its enduring carvings, provide fascination to the visitor.

Eighty-four miles from Atlanta are the healing waters of "Warm Springs," widely known through the patronage and interest of Governor Roosevelt, of New York.

In northern Georgia are mountain playgrounds on lakes and rivers included in the southern portions of Nantahala and Cherokee National Forests. Here are Tallulah Falls, surrounded by a chain of six large lakes formed as reservoirs for Georgia's electric power and providing ample recreational opportunities. Here, too, are the Toccoa Falls roaring downward 150 feet, and innumerable other natural beauties.

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Florida's Winter Stage

On the Florida Recreation Map

Jacksonville	St. Petersburg
St. Augustine	Tampa
Daytona Beach	Pensacola
Palm Beach	St. Johns River
Miami	Lake Chains
Fort Myers	Scenic Highlands
Sarasota	Lakeside Cities

Florida's stage is set. The curtain rises, and amazing scenes are disclosed. Bathers are plunging into the warm salt water on a thousand miles of sandy beaches. White-clad golfers are moving over 150 velvety courses. Paddlers are guiding their canoes over labyrinths of inland lakes. Motorists are spinning along coast and through forest. Fishermen have their lines out for the six hundred finny species that inhabit Florida waters. Yachtsmen are cruising in the waters of winter fairylands. Gorgeous flowers are garnishing tables and delicious fruits and fresh vegetables delighting the palate. Let us then hold the spotlight on a few centers of this world-famed winter playland, where worries vanish, where cold and cloud are forgotten, and where we drink from the fountain of health and happiness.

From Jacksonville, rail, motor or water routes lead to all parts of Florida—to East Coast, Interior and West Coast. Jacksonville is the main Northern gateway to the East Coast and its waterways stretching between sandy peninsulas and mainland.

Entering this region, we come to St. Augustine, city of vivid contrasts between ultra-modern and oldest Florida. Here Ponce de Leon landed in 1512, and here Pedro Menendez de Aviles founded the city in 1565. Long a shuttlecock for Spain, France and England, St. Augustine still retains historic treasures within the shadow of her twentieth-century progress.

To the South lies the Halifax River, and in succession we may visit Ormond of aristocratic patronage, and Daytona Beach, its broad strand known the world over for its motor speed-record course.

Then begins the Indian River, with Merritts Island oceanward, moss-draped oaks landward and a famed orange belt beyond. Here is New Smyrna of romantic history. From Titusville are shipped luscious fruits from the interior, and one of the thrills to Northern visitors is to see orchards golden with citrus fruit. Cocoa, Rockledge and Melbourne have many winter visitors and residents. Fort Pierce is gateway to cross-State routes. Stuart is beloved by fishermen.

Jupiter Inlet intervenes, and then Lake Worth leads us to the Palm Beaches—West Palm Beach, busy with industry and tourists; Palm Beach, world-famous rendezvous of the affluent.

Along the East Coast Canal we continue to Fort Lauderdale, with its deep-water harbor and pleasant homes; then along Biscayne Bay to the metropolis of south Florida, magic Miami, surrounded by delightful neighbors, including Miami Beach, Coral Gables and Cocoanut Grove. Here is a royal playground of infinite recreational offerings. It provides golf, bathing, fishing, motoring; and the bay is the objective of yachtsmen from all over the country.

South of Miami we may motor to Royal Palm Park for its exquisite exhibits of subtropical flora, and to the necklace of Florida Keys, joy of veteran fishermen, finally coming to Key West.

North of the Keys begins the West Coast, with its Cape Sable and Thirty Thousand Islands.

San Carlos Bay leads us into the Caloosahatchee River, upon whose banks stands Fort Myers, most typically tropical American city. Pine Island Sound washes the Pine Island region.

Charlotte Harbor, stretching inland, provides royal fishing grounds reached from numerous towns, including Boca-grande, Punta Gorda, Charlotte Harbor.

Facing Sarasota Bay is charming Sarasota, and at its northern end Bradenton.

Then follows the deep indentation of Tampa Bay, with its galaxy of important tourist objectives. Forming the western border is the Pinellas Peninsula, with St. Petersburg, "Sunshine City," as its admirable metropolis, and Bellaire, Clearwater and other resorts in high favor.

Hillsboro Bay continues the Northern waters of Tampa Bay, and here stands Tampa, rich in history, mingling the Spanish flavor of its early days with the activities of a busy port and popular resort.

Along the great sweep of the Gulf we continue toward West Florida. Apalachicola Bay and City, and St. Andrews Bay and Panama City are rail gateways inland.

Choctowhatchee Bay and Santa Rosa Sound follow, and then the beautiful waters of Pensacola Bay smile a welcome to historic Pensacola, gateway to West Florida. Its superb bay, charming parks and residential districts and its navy yard are among many attractions.

Florida's diversity of playgrounds is continued in the interior highland and lake regions, sought by the thousands who have given existence to scores of attractive cities and towns. Here, too, we come in close contact with subtropical flora of keen interest to the Northern visitor, and with the great fruit belts, which contribute to Florida's material riches. We are able to note only a few of these communities.

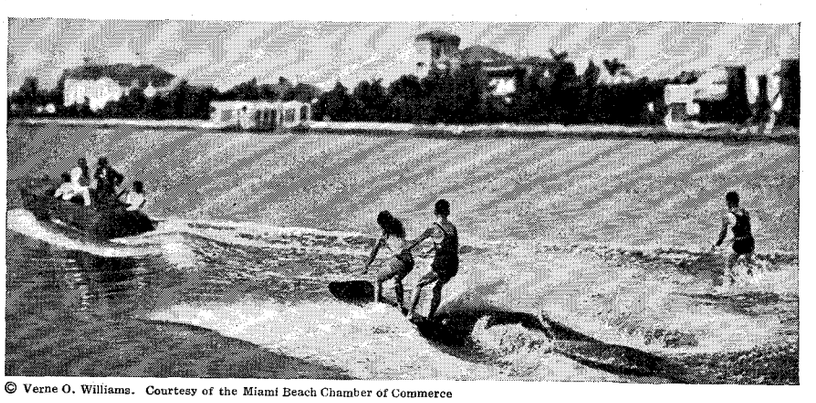
From Jacksonville the St. Johns River leads us southward through absorbing scenery to De Land and Sanford. From the St. Johns we may diverge for the Ocklawaha tropical river trip to Ocala, near the famous Silver Springs, which are viewed from glass-bottomed boats.

Southward unfold labyrinths of lakes, while Leesburg, Tavares, Winter Garden and Orlando "the beautiful" are centers of interest and delight.

Beyond Orlando, Kissimmee is at the head of another lake chain. We then come to Haines City, approach to the scenic highlands with their myriad lakes. This region can be entered by way of Lake Alfred, Lakeland, Lake Wales and other points. A few miles from the last-named town is the famous Singing Tower and bird sanctuary given to the American people by the late Edward W. Bok.

Turning from these attractions south of Ocala we may travel northward from that city to Orange and other lakes, thence through Gainesville, crossroads of travel routes to Lake City, and follow the Spanish Trail in either direction across the State east to Jacksonville, or through Tallahassee, the capital, west to Pensacola.

Florida provides entertainment for a tourist democracy.



© Verne O. Williams. Courtesy of the Miami Beach Chamber of Commerce

● Midwinter Fun at Miami

The Gulf Coast and Beyond

High Lights for the Tourist

Mobile	Evangeline
Pascagoula	Country
Ocean Springs	Vicksburg
Biloxi	Baton Rouge
Pass Christian	Hot Springs
New Orleans	National Park

Travelers following the ancient Spanish Trail from Pensacola to New Orleans pass through regions of romantic history and distinctive natural charm. Old towns which have become modern resorts look out from under their live oaks, palms and magnolias upon sandy beaches with the blue waters of Mississippi Sound sparkling beyond.

Mobile, Alabama's great port with a colorful background, established by de Bienville in 1699, is a city of commerce and fine homes.

Pascagoula brings us into intimate contact with Gulf waters. Ocean Springs is a favorite resort. Biloxi was the first French colony of the South. Mississippi City is proud of her country club. Gulfport faces a deep-water harbor. Pass Christian, with seven miles of waterfront, is fashionable, "The Newport of the Gulf Coast." Bay St. Louis is surrounded by subtropical flora.

Gulf waters are alive with fish. There is hunting in the back country. For the motorist is a superb highway. Bathing and sailing are popular. It is a golfers' paradise.

No city in America is richer in romance than New Orleans. To wander through the narrow streets of its Vieux Carre lined with buildings from one to two centuries old; to eat delicious and unusual dishes at its quaint restaurants; to visit the scenes of historic incidents; to cross magnificent Canal Street to the New Orleans of to-day resplendent with shops and theaters, humming with business and commerce; to motor through its parks to museums and the Yacht Club; to view its world-shipping along the Mississippi waterfront, is to look upon a colorful pageant of history from the epoch of Pierre LeMoyne, Sieur de Bienville, in 1718, to the present.

From this city, whose motif is so strongly French, we may travel to St. Martinsville in the Bayou Teche country, with its legends of Evangeline and its charming Acadians, all forming a little corner of France in our own country.

The Mississippi invites us northward to other historic towns, including Baton Rouge, Natchez, and Vicksburg, with its National Military Park commemorating its siege and defense. We may continue up the great river to Memphis, whence western routes by Missouri Pacific, Rock Island Lines, or motor highways lead us to Hot Springs National Park in Arkansas.

Here in the Ozark wonderland is the South's year-round resort for those who seek health and recreation. Its radioactive, curative waters flowing from forty-six hot springs have been famed since the Indians and early Spaniards flocked thither. The treatments are now under government control. Here, too, is the Army and Navy General Hospital. Bridle paths through the Ouachita and Ozark National Forests, excellent motor roads, golf (one thirty-six-hole and one nine-hole course), fishing, bathing, and creature comforts at an ample variety of hotels, all can be enjoyed here in a perfect climate.

(*Continued on page 36*)

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"How I learned

"Bless their hearts," she said with a smile, "they are all darlings, but there are days when I'm half distracted, just making decisions for them."

Then this mother of three youngsters told us a story:

"I've never found a way to avoid deciding about coats and sweaters and whether they should come in or stay out or have a cookie. But I don't have to make any more decisions about tooth paste, cod-liver oil, milk of magnesia and half a dozen other necessities I have to buy.

"You see, I used to be all confused. I would go into the drug store and see rows and rows of products, all different. I suppose most of them were good—but how could I *know*?"

The reason our ears were hosts to this story was, of course, that this mother had one day simply decided to stop trying to make such decisions herself—and to let the Parke-Davis label decide *for* her.

"My mind smoothed right out," she concluded. "All I have to do now is to select the package that bears the reassuring Parke-Davis label and it gives me the comfortable feeling that my children are getting the best that modern science can give them."

Perhaps you, too, would find comfort in following this plan. Since you probably know that Parke, Davis & Company have enjoyed the complete confidence of the medical profession for 64 years, you will naturally have no doubts about the high quality and dependability of all Parke-Davis products. Ask your druggist about them, the next time you visit his store.

PARKE, DAVIS & CO.

DETROIT, MICHIGAN • WALKERVILLE, ONT.

The world's largest makers of pharmaceutical and biological products

With Our Compliments

Parke, Davis & Company, Detroit, Michigan, *or* Walkerville, Ontario.

Gentlemen: Please send me, free, trial packages of Parke-Davis products I have checked.

☐ Euthymol Tooth Paste
☐ Parke-Davis Shaving Cream
☐ Neko—the Original Germicidal Soap

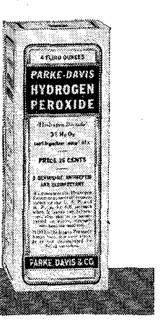
Name_____

Address_____

Your druggist sells Parke-Davis Products

The kind that "keeps"

When you pour a few drops of Parke-Davis Hydrogen Peroxide on a cut or scratch, the energetic foaming shows you that here's *one* peroxide which is full of life and strength. You may have bought it months ago, but you'll find it as strong and active as it was the first day you opened the bottle. Your druggist will tell you that Parke-Davis Peroxide is the kind that "keeps." Naturally, it's far more economical than cheaper brands, which usually become weak and lifeless in a short time. Parke-Davis Hydrogen Peroxide is used in thousands of homes to cleanse minor wounds, as a mouth wash, as an aid in manicuring the nails, and to bleach superfluous hair.



Here's a difference you *can see!*

If you're as particular about your medicine cabinet as you are about your kitchen cupboard, Milk of Magnesia is certainly on your list of staples. Next time, ask your druggist to let you look at a bottle of creamy snow-white Parke-Davis Milk of Magnesia. Through the clear glass you can see that it "settles" less than any other brand. A small point, seemingly, but it speaks volumes for the time and thought which our scientific staff has given to this product. Many thousands of people use Parke-Davis Milk of Magnesia as a mild laxative, or for sour stomach—did you know that it is excellent for acid-mouth, too?

THESE ARE

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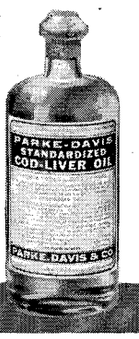
to make ONE decision take the place of TEN"

Modern magic!

Of course, when you give your child good cod-liver oil, it is strong, straight bones that you're really giving him; and sound even teeth, and rosy cheeks, and added protection from the winter ills you dread so much. This is the magic which the vitamins work. So, naturally, you want to choose a cod-liver oil that you *know* is rich in vitamins. Parke-Davis Standardized Cod-liver Oil gives your child as much Vitamin A, in one teaspoonful, as all the milk he'd drink in a week. It is rich in Vitamin D too, the "sunshine" vitamin. Each teaspoonful contains as much Vitamin D as all the eggs in the largest sponge cake you ever made! The definitely measured amounts of both vitamins are plainly stated on the label. Your druggist can supply you. In 4-ounce and 16-ounce bottles and in easy-to-take, *soft* gelatin capsules.



First aid to teeth— and to mothers

It does get monotonous to have to keep on saying, "Brush your teeth, Junior!" "Brush your teeth, Betty!" That's why so many mothers welcome Euthymol Tooth Paste. The whole family likes it, of course; but the youngsters are sure it was made especially for them! Do you remember those refreshing old-fashioned pink wintergreen lozenges? Well, Euthymol Tooth Paste tastes just like them and has the pink color, too. But the best reason for choosing Euthymol is that it cleans and polishes teeth so safely, thoroughly, and pleasantly —and leaves your mouth feeling so cool and fresh! We'll send you a trial tube free, if you'll use the coupon on opposite page.

Make it tonight

Next time you relax in a hot tub let Neko's generous lather help to give you the most completely satisfying bath you've ever had. Satisfying because this fine medicated soap leaves you hygienically clean! Neko is gentle to your own healthy skin, yet more deadly to germs than thirty times its own weight of pure carbolic acid. A bath with Neko lessens the danger of infection from small cuts and bruises, and banishes perspiration odors instantly without substituting an objectionable "antiseptic" smell... Neko gives a fine shampoo, too, especially if you're troubled with dandruff. Make Neko's acquaintance tonight! Your druggist gladly sponsors this fine Parke-Davis soap. Use coupon on opposite page for free trial cake.

Chemists must shave!

Frankly, the two chemists in our laboratories who devised this new shaving cream weren't thinking about their fellow men at the time. They wanted a shaving cream for their personal use—a cream that would give them the maximum amount of shaving comfort. But when they finally evolved such a cream —well, the secret seemed too good to keep. That's why, these days, thousands of stubborn beards are being introduced to Parke-Davis Shaving Cream. Men find it has coaxing ways with tough whiskers. This cream holds water like a sponge, and thus makes the razor's path an easy one. But we'd rather have people try it than read about it! We'll send you a free trial tube, if you'll use the coupon on the opposite page.

PARKE-DAVIS PRODUCTS

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(*Continued from page 33*)

Among the rail arteries of the South are the Seaboard Air Line, Atlantic Coast Line, and Southern Railway, receiving through trains from New York to their northern termini over the Pennsylvania Railroad. Other systems include the Baltimore & Ohio Railroad direct from New York, and the Chesapeake & Ohio Railway from Norfolk and with New York connections. The Florida East Coast, between Jacksonville and Key West, is intersected by the Florida East Coast System.

Through service, Chicago to Florida, is provided by the Illinois Central Big Four Route, Pennsylvania System and the Chicago & Eastern Illinois Lines, in connection with various rail systems of the South. Gulf Coast points are reached by the Louisville & Nashville and the Mobile & Ohio Systems. Through-rail service between New York and New Orleans is provided by the Southern Railway in conjunction with connecting lines; its crack train, the Crescent Limited, is operated south of Atlanta over the West Point Route, and the Louisville and Nashville. At New Orleans begins the Sunset Route of the Southern Pacific System to California, receiving passengers from the East via its through steamship line between New York and New Orleans, and by rail routes.

Coastwise steamship services to the South include Merchants and Miners Transportation Company between Boston, Norfolk, Philadelphia, Baltimore, Jacksonville, and Miami; Old Dominion Line between New York, Old Point Comfort, and Norfolk; Baltimore Steam Packet Company between Baltimore, Old Point Comfort, and Portsmouth, Va.; Chesapeake Steamship Company between Baltimore, Old Point Comfort, Norfolk, York River Landings; the Norfolk and Washington Steamboat Company between Washington and Norfolk; Savannah Line between Boston, New York, and Savannah; the Clyde Line between New York, Charleston, Jacksonville, and Miami; Southern Pacific Steamship Lines between New York and New Orleans; Mallory Line between New York, Key West, and Galveston.

Mystery and Wonder of The Southwest

Here we gaze upon abodes of races that lived long before King Tut-ankh-Amen was laid to rest in his Egyptian tomb—races whose disappearance has been an age-old mystery. Here we stand amazed before nature's most colorful and stupendous creations. Here we come in contact with the Hopis and Navajos, and admire their artistry. Here we find the romantic records of Spanish soldiers, Franciscan padres, and American pioneers. Here we bask in the sunshine of a health-giving climate. Come then with us for a glimpse of our Southwest!

In the Lone Star Empire

Stellar Travel Allurements

Houston	Historic Shrines
Galveston	Mexican Gateways
Corpus Christi	San Antonio
Brownsville	Fort Worth
Mountain Lands	Dallas, El Paso
Healing Springs	

To travel in Texas is an inspiration. There is the freedom of vast areas—a State larger than England, Germany, and Austria combined. There are the shrines of valorous deeds. There are modern cities with outstanding civic enterprise. There is the beauty of the Gulf, the glory of lofty mountains, the healing of medicinal springs, a wealth of agriculture, and the contribution of oil from beneath the earth.

We have followed the Old Spanish Trail along the Gulf Coast to New Orleans, and now it crosses the Mississippi. It stretches westward over bayou and plantation, paralleled by the Sunset Route of the Southern Pacific System, finally crossing the Texas border at Beaumont, center of an oil region. Other famous Texas cities lie beyond.

Houston, thoroughly modern and bustling with business activity, has brought the Gulf to her doors by a fifty-mile ship channel.

From here we may diverge southward to the up-to-date "playground" and port of Galveston, with its dual personality of commerce and recreation. Its thirty-mile white-sand beach, its surf-bathing, Seawall Boulevard, parks, and gardens colorful with oleanders and palms, are delightful revelations to visitors.

From Galveston the Texas coast stretches 400 miles southward, with sounds and bays behind long, narrow islands.

Corpus Christi, Gulf port for San Antonio, is sought for its varied recreations. Brownsville is a gateway to Mexico and the metropolis of the lower Rio Grande Valley, which, golden with citrus crops, is the garden of Texas.

From an airplane flying over this marvel of agricultural riches and continuing up the Rio Grande, we may look down upon Laredo, Eagle Pass, and Presidio, with their entrances to Mexico. North and east rise the loftiest and most picturesque of the Texas ranges, including the Tierra Viega, Santiago, Del Norte, and Davis.

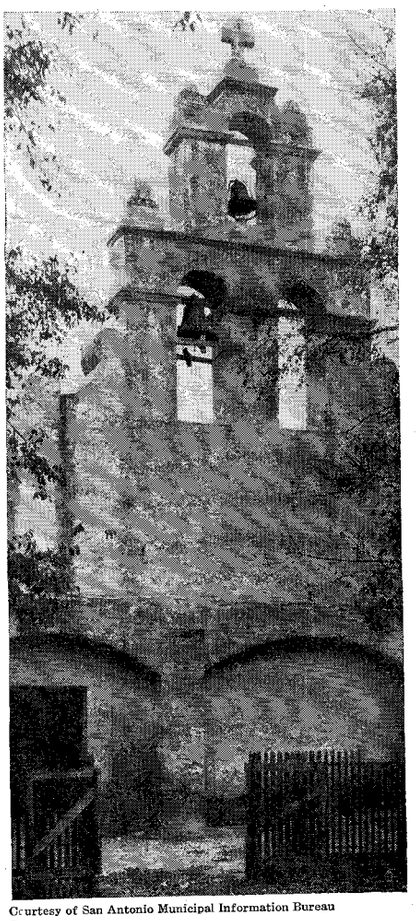
From Eagle Pass we may journey inland to San Antonio, cradle of Texas liberty and hub of a region rich in resources. Two centuries old, yet she thrills with vivid contrasts between old Spanish America and present-day activity. Her most treasured shrine is the Alamo, symbol of Texan valor, facing Alamo Square under the shadow of lofty modern buildings. Here, on a March morning of 1836, every defender gave his life to the cause of liberty rather than surrender. The Church of the Mission del Alamo (1744) and the Cathedral of San Fernando carry us back to the days of the padres, while beyond the city are the Mission Concepcion, Mission San José with wondrous architecture, Mission San Francisco de la Espada (1690), and San Juan de Capistrano (1731). Two thousand acres of well-kept parks, including Brackenridge with its Japanese Garden, outdoor theater, and museum—these and other attractions bring countless winter visitors to this charming city.

Beyond San Antonio is Austin, with its imposing Capitol building and mountainous background. Thence to Waco. From here by motor-coach one may reach Marlin, near the falls of the Brazos, from whose famous springs gush daily 380,000 gallons of healing-water.

Beyond lies Fort Worth, a hive of packing activity—also an oil center. West of this city, and easily reached by motor-coach service, is Mineral Wells, with its curative waters.

A short distance from Fort Worth stands Dallas, embodiment of Texan progress, metropolitan center of a productive area, from which it draws an annual trade of a billion and a half dollars. Beyond the towering sky-scrapers and hum of industry are the attractive residential sections, with countless charming homes, lovely parks and lakes, and golf clubs galore.

We now turn our eyes toward the west once more, and returning to the pathway of the Conquistadores, enter El Paso—"Pass of the North"—crossroads of the Southwest, where routes diverge north to Santa Fé, east to New Orleans, south to Mexico, and west to California. Surrounding this border-city of varied civic attractions are numerous points of interest, with Juarez, Mexico, just across the Rio Grande. Here the Sunset Route of the Southern Pacific is joined by the Rock Island's Golden State Route from Chicago, and here is the terminus of a division of the Santa Fé System from Albuquerque—all connecting with trunk-lines of Mexico.



Courtesy of San Antonio Municipal Information Bureau
© Harvey Patteson

● Colorful San Juan de Capistrano Mission

Storied Land of New Mexico

For the New Mexico Itinerary

Santa Fé	Inscription Rock
Bandelier National Monument, Including Puye and Frijoles Cliff-dwellings	Navajo Country
	Taos
	Raton Pass
Rio Grande Pueblos	Cimarron Canyon
Mexican Hill Towns	Red River Loop
Santa Fé Trail	Albuquerque
Winslow	Carlsbad
Chaco Canyon	Jemez Canyon
Acoma	

Texas, with her Spanish Missions and historic shrines, has given us our first glimpses of the Southwest. Entering New Mexico, we come into further realization of its fascination.

If we follow the valley of the Pecos River from Texas into New Mexico we come to Carlsbad (Santa Fé System), gateway to one of the outstanding natural wonders of the State, Carlsbad Caverns National Park.

Its fairy grottoes, magic chambers, stalagmite fantasies, blue pools and amazing colorings, combined in a partially explored area of several miles, make it the most stupendous and beautiful of all the world's caverns. Of its "Big Room," 4,000 feet long and 625 high, Dr. Willis T. Lee, of the United States Geological Survey, writes in the *National Geographic Magazine:* "No photograph yet taken reveals more than an infinitesimal part of its glories"; and, speaking in general of this marvel, he says: "The words have yet to be coined

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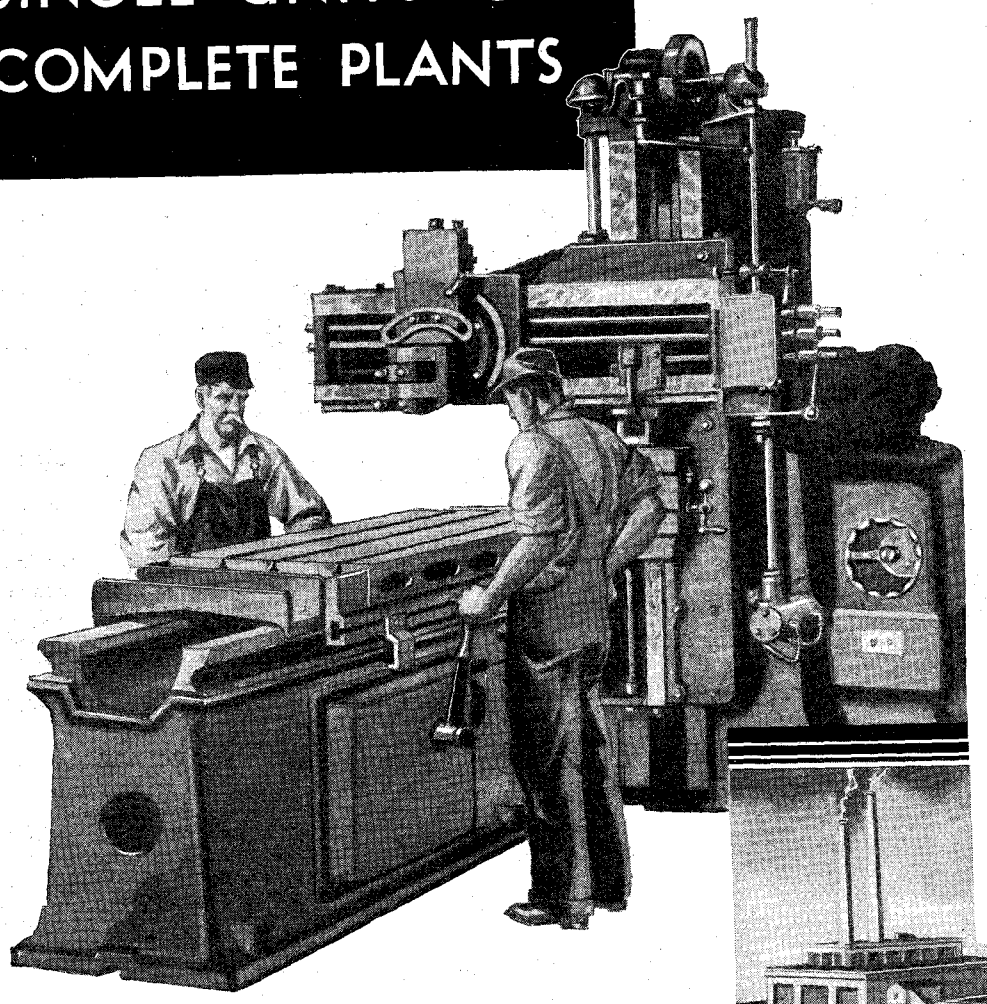
• SINGLE UNITS OR COMPLETE PLANTS



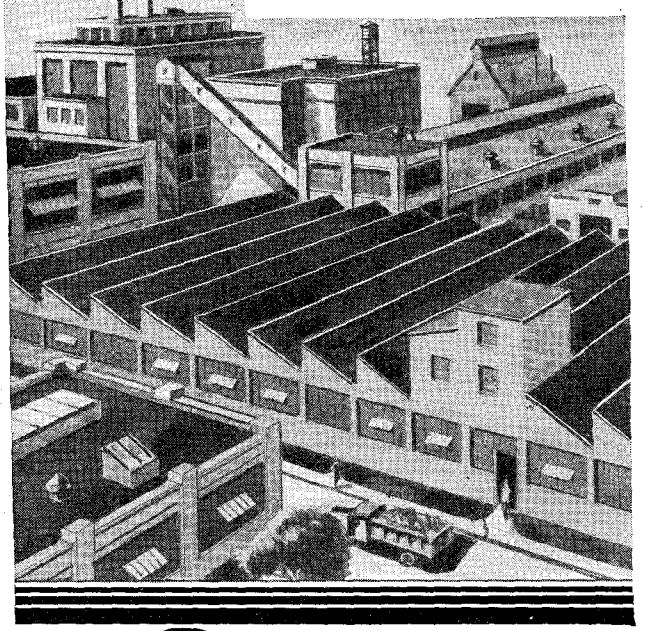
PUT your house in order for the new cycle of prosperity ahead. Discard the worn-out machinery and equipment in your plant—replace that which is obsolete. Be ready to reap added profits made possible by modernization.

To modernize—replace and add—is not to impair cash reserves or established credit. Commercial Credit service allows modernization with payment from savings effected. Thus a supplementary credit line is offered worth while manufacturers who see the benefits of modernization.

NOTE:—Manufacturers of income-producing machinery and equipment can materially increase sales by offering their customers the Commercial Credit service method of payment.

COMMERCIAL CREDIT PLANS

Commercial Credit deferred payment plans cover every sound field of instalment marketing. Automobiles, boats, machinery of all kinds, equipment in general, refrigerating units, heating plants, electrical appliances, store and office fixtures—more than a score of such broad classifications, including hundreds of individual products, fall within their scope.



COMMERCIAL CREDIT COMPANIES

COMMERCIAL BANKERS

CASH CAPITAL and SURPLUS $58,000,000

COMMERCIAL CREDIT COMPANY - - Baltimore
COMMERCIAL CREDIT CORPORATION - New York
COMMERCIAL CREDIT TRUST - - - - - Chicago
COMMERCIAL ACCEPTANCE CO. - - Indianapolis

COMMERCIAL CREDIT COMPANY, Inc., New Orleans
COMMERCIAL CREDIT COMPANY - San Francisco
KEMSLEY, MILLBOURN & CO., Ltd. - New York
CONTINENTAL GUARANTY CORP., Ltd. - Montreal

MIDWEST COMMERCIAL CREDIT COMPANY, Detroit, Des Moines, Milwaukee, Sioux Falls

NATIONAL HEADQUARTERS, Baltimore

WHEREVER YOU ARE ~ WHATEVER YOU MAKE, SELL, OR BUY ~ INVESTIGATE COMMERCIAL CREDIT SERVICE

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that will do full justice to the Carlsbad Caverns." Twenty-five miles west of Carlsbad Caverns, in Six Shooter Canyon in the Guadalupe Mountains, it has been just announced that another great cleft, a mysterious wind cave, has been discovered.

If our entrance to New Mexico is over the pathway of the Conquistadores, from El Paso northward along the upper Rio Grande we come to Las Cruces, with its views of the Organ Mountains: the Elephant Butte Dam and Reservoir; Socorro, with its fascinating old church; and from Socorro we may visit the Gran Quiviera National Monument, containing ruins of a church built about 1620.

Finally we enter Albuquerque, metropolis of New Mexico, famed throughout the Southwest for its health-building climate, and progressive spirit.

The ancient trail continues to New Mexico's most romantic and historic city. In all America, in fact, there are few more fascinating cities than Santa Fé, City of the Holy Faith, oldest capital in America, crossroads of historic trails, romantic with deeds of Indians, Spaniards, French trappers and Yankee pioneers. To it came the Spaniards from the south over the Chihuahua Trail. Through the valleys of the Sangre de Cristo it received trappers from the northern wilderness.

It was the goal of the covered-wagon trains that toiled through danger and hardship from Independence, Missouri, across the plains past Pawnee Rock, Cimarron Crossing, Bent's Fort, over the Raton Pass and through historic Taos on the Santa Fé Trail. From it, too, led the trail of death through the Apache country to California.

At the distinctive La Fonda Hotel we meet the smiling women couriers who conduct the Santa Fé's Harveycar Indian Detours, which bring us into intimate touch with the Indian civilization, prehistoric and historic places, and natural wonders of the Southwest.

These motor cruises are available to both west-bound and east-bound tourists.

Indeed, we are apt to encounter the seven-passenger Cadillacs, with the sombrero-capped drivers used in this service, at many points in New Mexico and Arizona. Fixt places of departure or arrival in New Mexico include Santa Fé and Lamy, and in Arizona, Winslow.

Among the numerous routes are the famous Indian Detour starting and ending at Lamy, including the two-day trip to Puye and Frijoles cliff-dwellings, and the three-day Taos-Puye trip, including the famous Taos Pueblo, each embracing visits to Santa Fé.

A one-day cruise from Santa Fé is provided to Jemez Springs, and Soda Dam.

The Enchanted Mesa and Sky City of Acoma is another objective. A motor trip is available from Santa Fé to the Grand Canyon, including the Hopi Villages, fabled Seven Cities of Cibola, the Petrified Forest and Painted Desert.

From Santa Fé a 750-mile cruise includes Carlsbad Caverns.

North of Santa Fé is the cinder cone of a recently extinct volcano rising from the surrounding plains and embraced in the Capulin Mountain National Monument.

Near Aztec, in northwestern New Mexico, is the Aztec Ruins National Monument, within which are preserved a group of prehistoric structures that include a pueblo containing 500 rooms.

In western New Mexico, built into four natural cavities in an overhanging cliff, are the prehistoric dwellings of the Gila Cliff Dwellings National Monument.

The great transcontinental route of the Santa Fé, paralleling for many miles Santa Fé Trail, crosses northern New Mexico with other divisions intersecting central and southern regions. Also diagonally across the State from the northwest extends the Rock Island-Southern Pacific Route to California. From Colorado enter divisions of the Denver Rio Grande Western, and the Colorado and Southern.

Arizona's Wonderlands

Marvels of Nature and Man

Grand Canyon	Prehistoric Irrigation
Ancient Missions	Phœnix
National Monuments	Tucson
Apache Trail	Prehistoric Dwellings
Petrified Forest	
Painted Desert	

With its sister State, New Mexico, which we have already glimpsed, Arizona is famed for its pleasure-giving, health-building winter climate. Sunshine and dry air form its winter climate.

Southern Arizona is a land of figs, dates, oranges, olives, and exquisite flowers during the winter months. Here a variety of tourist attractions include the border towns, Douglas and Nogales. Douglas is attracting tourists in increasing numbers, and Nogales has the novelty of being half-American and half-Mexican. Between the two, and to the north, is Tombstone, of thrilling Wild-West memories, and an approach to the fantastic rock formations of Chiricahua National Monument.

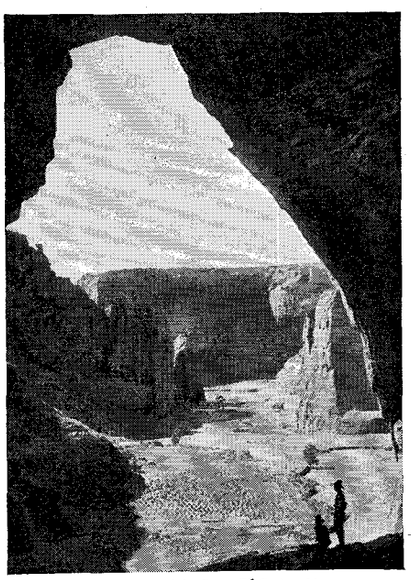
Nineteen miles north of Nogales is the Tumacacori National Monument, containing the impressive Jesuit Mission of San Jose de Tumacacori, founded in 1691.

Continuing on the same route we are welcomed by Tucson—sunshine city of health and happiness, its gardens abloom in January, looking out upon the green-blue Catalinas and the pink, snow-crowned Rincons.

A few miles south of Tucson rise the white towers of the Mission San Xavier del Bac, founded in 1687. Continuing toward central Arizona, we may visit the Casa Grande National Monument, with its prehistoric wonder building. Chandler is a favorite resort, and near here are the Hieroglyphic Rocks.

Then we enter the Garden City and metropolis of Arizona, Phœnix, "where winter never comes." Her palms and flower gardens, her golf courses and superb hotels, her motor roads and surrounding attractions make Phœnix an important tourist headquarters and playground of the Southwest.

Phœnix is the western terminus of America's Highway of Wonder. Beginning at Globe, the Apache Trail offers an unparalleled diversity of amazing scenes. Motor-coaches traversing its 120 miles of breath-taking surroundings provide a trip of life-long memories. It discloses the vast panorama of the Tonto Basin, embracing Roosevelt Lake and Dam; the prehistoric Tonto Cliff Dwellings; desert flora, including the tall, weird sahuaro, the cholla, ocatillo, mescal and yucca. We climb up spirals, cling to the brink of chasms; wind around curves; penetrate canyon depths; skirt Apache and Canyon Lakes; pass mysterious Superstition Mountain, and finally roll along the garden lands of the Salt River Valley to Phœnix after seven hours of constant thrills.



© A. J. Baker. Courtesy of the Santa Fé System Lines

● Amid the Wonders of Canyon de Chelley

Northward from Phœnix, travel routes bring us to Salt River Valley resorts, including Castle Hot Springs and Soda Springs, among the foothills of the Bradshaw Mountains. In this region are some of Arizona's most famous Dude Ranches.

Beyond is Prescott, whence a scenic motor road leads to the Montezuma Castle National Monument, containing a huge cliff dwelling in the cavity of a cliff.

Continuing, we may traverse Arizona's new motor route through the scenic wonderlands of Oak Creek Canyon, reaching the transcontinental Santa Fé line, and east-and-west trunk highway at Flagstaff. Flagstaff is gateway to the Wupatki National Monument's cliff dwellings on the north and the Walnut Canyon National Monument's prehistoric houses on the south.

Traveling west, we come to Williams, where we diverge northward to Arizona's and the world's stupendous natural wonder—the Grand Canyon National Park.

Stepping out upon its brink from El Tovar at Grand Canyon Station of the Santa Fé and gazing down into its colorful mysteries is an overwhelming experience.

"Stronger than the recorded deeds of saints, stronger than the eloquence of the gifted uplifters of men, stronger than any words ever written, is this grand, brooding, sculptured aspect of nature, wonder of the earth, monument of time, this canyon of gold-banded, black-fringed ramparts, gory escarpments, and red-walled mountains lost in purple depths," writes Zane Grey.

Northward winds the Colorado River through its mighty chasm to Marble Gorge, where its solitudes are crossed by a new highway near Lee's Ferry, linking the Petrified Forest, Painted Desert, Hopi Villages and Navajo reservation with the Kaibab National Forest, Pipe Spring National Monuments, and colorful parks of Utah described elsewhere.

Returning to Williams and on to the new La Posada at Winslow, we find the Arizona headquarters of the Harveycar Motor Cruises with cars and couriers ready to take us on trips in all directions; to the Painted Desert and the Petrified Forest; to Chaco Canyon National Monument, containing an entire prehistoric village; to Canyons de Chelly and del Muerto (sometimes snow-bound, however, in winter); and to the Zuni Pueblo and Inscription Rock, bearing the carvings of five early Spanish governors, as well as those of padres and soldiers passing this way in the seventeenth century—the El Morro National Monument.

On Arizona's far western border is the Black Canyon of the Colorado, site of the new Hoover Dam. It is reached via Las Vegas, Nevada, on the Union Pacific System.

Of never-failing interest to tourists are Arizona's copper-mining centers in such sources of mineral wealth as Bisbee, near Douglas; Globe and Miami, near the eastern end of the Apache Trail, and Jerome on the way to Montezuma's Castle.

Across north central Arizona extends the main line of the Santa Fé System, with branches from Williams to Grand Canyon and from Ashfork to Phœnix. Crossing southern Arizona is the Sunset Route of the Southern Pacific System, with numerous diverging lines. On this route the Apache Trail Detour is available by through-car service of the Sunset Limited in either direction, passengers detraining west-bound at Globe and east-bound at Phœnix. The Southern Pacific's route through Mexico originates at Nogales.

Earliest of the inscriptions is that of Don Juan de Oñate, governer and colonizer of New Mexico and founder of the city of Santa Fé, who passed El Morro in the year 1606.

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Winter Travel in Colorado and Utah

Among Cities and Scenic Wonders

Colorado Springs	Denver
Manitou	Rocky Mountain Nat. Park
Royal Gorge	Zion Canyon Nat. Park
Salt Lake City	
National Forests	

Beyond the northern boundaries of New Mexico and Arizona are the wonders with which nature has endowed Colorado and Utah. Here, too, are cities which attract multitudes of tourists the year around.

From Santa Fé rail and motor routes lead us northward to Colorado's Rocky Mountain region.

Colorado Springs, attractive in itself and set among incomparable mountain surroundings, introduces us to its scenic glory. Neighboring Manitou, under the shadow of Pike's Peak, is frequented for its healing waters.

A short journey northward brings us to Colorado's mile-high capital and metropolis of the Rocky Mountain region, Denver, a shining example of civic achievement, with its miles of parks, imposing public buildings, and attractive homes.

Innumerable side trips are available from this tourist base. Seventy miles northward by motor or rail we may participate in the winter sports that bring countless visitors to Rocky Mountain National Park. It occupies nearly 400 square miles of peaks and valleys in the heart of the Rockies, Long's Peak, 14,255 feet altitude, dominating. Estes Park is headquarters for winter pastimes, where the Ski Club has constructed ski courses. Snowshoeing, tobogganing, skating, etc., are also enjoyed.

Through central Colorado, via Pueblo, extends the Denver Rio Grande Western System, by which we are able to view the Royal Gorge, the scenery of the Sangre de Cristo and other ranges, while branches extend southward to other travel objectives, including in summer Mesa Verde National Park.

Detailed information relating to travel in Colorado may be obtained from the railroads serving Denver, including the Burlington Route; Rock Island System; Union Pacific System; Santa Fé; Denver Rio Grande Western; Colorado and Southern; and also from the Colorado Association of Denver.

We cross the State line and enter Utah, where nature discloses stupendous achievements and man has provided tourist attractions.

Through the Wasatch Ranges we reach Salt Lake City, one of the most popular tourist objectives between the Rockies and California; listening to recitals on the great organ of its Temple and seeing the strange natural phenomenon of the Great Salt Lake. The city is a rail crossroads for the Denver Rio Grande Western—Western Pacific Transcontinental Route, and for the Los Angeles and Salt Lake Route of the Union Pacific System.

In southwestern Utah is a galaxy of colorful National Parks and National Monuments. Here are the brilliant hues of Cedar Breaks; the indescribable magnificence of Bryce Canyon National Park, and the temples and gorgeous colorings of Zion National Park; the exquisite beauty of Natural Bridges and Rainbow Bridge National Monuments. Of these Zion National Park may be visited during the winter, being open to motor travel the year round. The winter rail approach is by Union Pacific System to Lund, thence motor-coach to Cedar City, where the night is spent, next morning touring Zion by motor-coach.

Its towering cliffs of brilliant vermilion and glistening white, its canyon lined with majestic and fantastic formations, present an impressive spectacle.

L&N

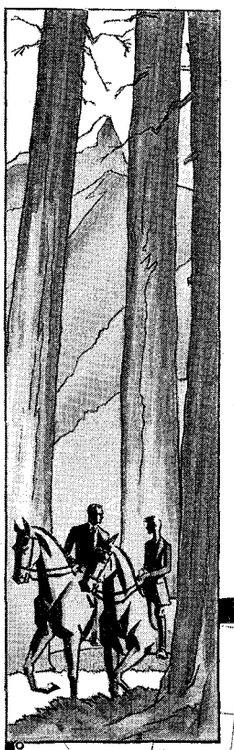
You will enjoy the

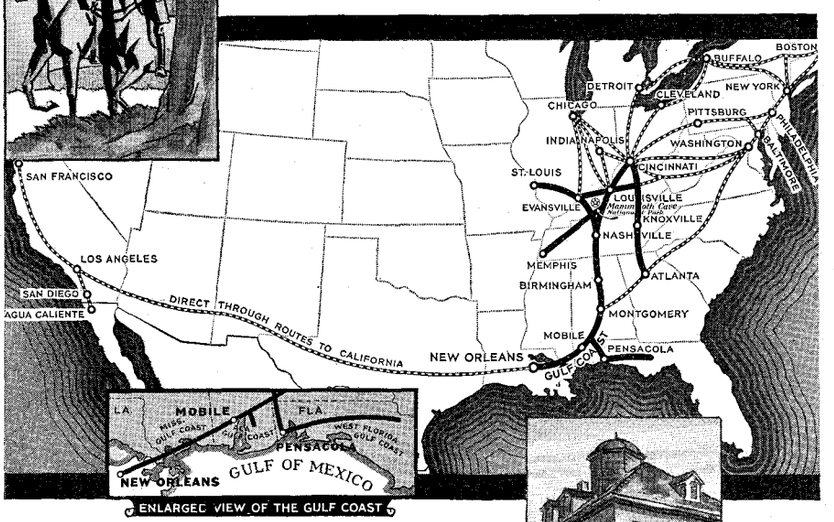
GULF COAST *and* NEW ORLEANS

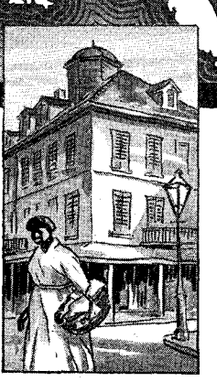
Down on the sandy shore of the Gulf of Mexico is a playground that extends four hundred miles from northwestern Florida to New Orleans. Here you can play golf and tennis, or hunt, sail, or fish in the deep sea or in the bays and streams. And sight-seeing trips may be made over a flower-garden territory—a land difficult to remember as one which, for over a century, was a battle-ground.

Here also is New Orleans, the quaint old city that has been ruled by five different nations. Drop in at one of the city's famous restaurants, known to epicures the world over, and try some of the dishes for which New Orleans is famous. See its Old French Quarter, the old courtyards, balconied houses, and other reminders of the early French régime, as well as the modern city with its beautiful parks and boulevards. Then, too, you can, if you choose, plan your trip to be in New Orleans for Mardi Gras (February 17), that unrestrained festival, a heritage from the French.

If you are en route to California, you can board your train again—and you see the battlefields of the Mexican war, Spanish missions, Indian trails, jewel-like gorges, Mariposa big trees, and waterfalls—all the wild beauty of southwestern United States—Texas, New Mexico, Arizona, and California.







W. I. Lightfoot, General Passenger Agent of the Louisville & Nashville Railroad, will be glad to send you literature, telling about the Gulf Coast, New Orleans, and the southern route to California, stop-over privileges, and things to see and do. He will give you information about the de luxe trains, the "Crescent Limited," which runs from New York and the East, and "The Pan-American," which runs from the Central North to the Gulf Coast, and New Orleans. Address him: c/o Louisville & Nashville Railroad, Room 452-B, 9th & Broadway, Louisville, Ky.

LOUISVILLE & NASHVILLE RAILROAD

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Flashes on the Pacific Northwest

Leading Tourist Magnets

Portland	Seattle
Columbia River	Tacoma
Longview	Mt. Rainier
Bellingham	Nat. Park
Vancouver	Everett
Victoria	Spokane

Playgrounds of Evergreen Land have year-round appeal. Its coast, warmed by the Japan Current, affords an equable, invigorating climate. Its snow-capped peaks are inspiring, and its distinctive and modern cities, humming with activity, are replete with interest. These and other features are the rewards of those who include the Pacific Northwest in their winter transcontinental itinerary.

From northern California travel routes bring us to Oregon, haven of the covered-wagon trains which toiled across the West to realize its blessings. Columbia River Valley, Mt. Hood and Crater Lake National Park are outstanding scenic attractions, while Portland at the confluence of the Willamette and Columbia rivers is its metropolis, great port and tourist center.

We cross the border into Washington with the snowy crown of Mt. Rainier marking the way toward the Puget Sound Region. Tacoma, with her harbor, is the lumber capital of the country, gateway to the Olympic Peninsula, a city of civic charm. At Seattle, metropolis of Puget Sound, converge many important ocean and rail routes.

Each city is an approach to Mt. Rainier National Park, with Ashford, on the Chicago, Milwaukee, St. Paul and Pacific System, direct rail gateway. While some regions of the park are inaccessible in winter, snow sports are popular in others.

Bellingham is gateway to Mt. Baker, also an objective for winter sports.

The scenic features of Puget Sound are continued in the Strait of Georgia stretching beyond, and here tourists find keen delight in seeing Vancouver, Canada's western metropolis and port, and its sister, Victoria, each ranking high among the world's beautiful cities.

Into these regions from the East come the great rail systems of the Union Pacific; Milwaukee; Great Northern; Northern Pacific; Canadian Pacific Railway, and the Canadian National Railways, while they are connected with California by the Shasta Route of the Southern Pacific.

In California's Realm

Necessary to the California Trip

San Diego	San Francisco
Los Angeles	Sacramento
Pasadena	Yosemite
Catalina Island	Big Tree Parks
Santa Barbara	Carriso Gorge
Monterey	Missions

We come to California expectant of new travel experiences. And California does not disappoint us. Once within her empire we are gripped with California's pervading personality. Here is romance of old Spain mixed with the very latest of America. Here is a world in itself, with sea, mountain, valley, desert, and every climatic range from tropic to frigid. Turning the yellowed leaves of *The California Journal of Useful Sciences*, bearing the date of Septemper 16, 1859, we read that among other certainties, "California is guaranteed to bring wealth, health, and happiness." Her great and growing population since that distant date, recruited largely from visitors, shows the soundness of the claim.

It is a land of eucalyptus, palms, dates, figs, olives, roses, wild flowers, and citrus groves that we enter when we arrive in Southern California from the East. Its exotic beauty and romance cast their spell over us. We begin to feel what it means to be in California.

If our route has been through the Carriso Gorge, we get our first glimpse of the Pacific just before entering the earliest Spanish settlement north of the Mexican border. For it was Juan Rodriguez Cabrillo who sailed into the great bay of San Diego in 1542.

Now a city, mingling old and new, rises upon its hills, looking forth upon these same sparkling waters and across to the silver strand of Coronado's thirteen-mile-long peninsula. To be visited are Ramona's marriage place; Balboa Park, with its 1,400 acres of exquisite tropic flora; the historic Mission San Diego, founded by Father Junipero Serra; and Point Loma, northern harbor gateway.

Leaving San Diego for our coast journey, we see the Torrey Pines which grow in only one other part of the world, and pause at the weird sea caves of La Jolla.

The lofty white tower of its new City Hall Building is a beacon to Los Angeles, metropolis of Southern California and largest city of the State. Its vast area, spirit of modernity and animation are impressive. Superb hotels and handsome shops, broad boulevards, charming home districts are the admiration of its tourist throngs.

Los Angeles also is a base for scores of excursions, including among others a trip through Hollywood, with its studio district, superb homes of stars, and glimpses of them in person if it be a "First Night." Over the Arroyo Bridge we motor to Pasadena—under the brow of Mt. Lowe and Mt. Wilson—foremost among the country's most beautiful residential towns. Riverside, among orange groves, brings us to its unique Mission Inn; and Mt. Rubidoux, where great Easter services are held, is near by. Through San Bernadino we may go to the Arrowhead region, an hour or so from subtropics to snow sports; and not far from Redlands is Palm Springs, "The Garden of the Sun," combining desert and mountains. Oceanward from Los Angeles are Santa Monica and the chain of Los Angeles beaches, while just beyond San Pedro is the City of Long Beach. From Wilmington harbor, a twenty-six-mile voyage brings us to the mountains and seashore of Santa Catalina Island, reminiscent of Capri.

El Camino Real, the pathway of Don and Padre, with its sacred missions a day's walk apart, continues northward until it brings us to Santa Barbara in peerless surroundings and beauty. Winding roadways lead to hillside villas surrounded by luxuriant foliage with a mountain background, while Santa Barbara's foreground is the blue expanse of the Pacific fringed by a broad beach, the horizon broken only by the lofty Channel Islands.

Here stands the Mission Santa Barbara, one of the best preserved of all these sacred edifices, containing a veritable museum of historic relics. Santa Barbara's hotels, in parklike and flower-garden surroundings, are distinctive—unique even in this State noted for its unusual hotels.

Reluctantly we move on to San Luis Obispo, after which comes the climb over the Cuesta Pass, and then, traveling northward, we diverge at Soledad to visit the Pinnacles National Monument, which from the north is also reached from Hollister.

Resuming the Coast Route, we detour westward for a pause at the Monterey Peninsula, where is concentrated coast scenery of unsurpassed beauty. From the Hotel Del Monte, in its idyllic surroundings, the Seventeen-Mile Drive takes us to Old Monterey, California's first capital, with its historic buildings and houses. Beyond we see the famous gnarled cypresses of Cypress Point. We pass the famous Pebble Beach championship golf course, and traverse Del Monte Forest. Carmel greets us with its hallowed mission, where sleeps Father Serra, and we return with scenes imprinted on our memory which will long linger.

The crescent of Monterey Bay sweeps northward to Santa Cruz, but our route now turns inland to San José in the fruitful Santa Clara Valley, thence to Palo Alto, seat of Stanford University, Burlinghame, with its homes of beauty, and San Francisco.

The city overlooking the Golden Gate is apart from all others in the fascination experienced by visitors. Whether it is her romantic past, her indomitable will, her superb location, or her cosmopolitanism, or all these combined, those who enter her gates feel this enthrallment. In San Francisco time should be set aside to wander along the Embarcado and see its shipping of the Seven Seas; to explore Chinatown; to climb Twin Peaks for their view of city and environs; to drive through the thousand acres of beauty in Golden Gate Park; to see the Seal Rocks and the Golden Gate itself; to pass through the Presidio; to peep into the Mission Dolores, established in 1778; to dine at cosmopolitan restaurants and visit neighboring towns.

From the Ferry Building water routes lead across the Bay to Oakland, with Lake Merritt in its midst and Piedmont Park adjacent, while just beyond is Berkeley and its University of California. Taking another ferry to Mill Valley, we may visit the Muir Woods National Monument, with its grove of Redwoods, some with a girth of forty-six feet and a height of 250 feet, preserved for posterity in a canyon on the lower western slope of Mt. Tamalpais.

Courtesy of Californians, Inc.

● Monterey's Idyllic Outlook

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Crossing the Bay on the Sausalito Ferry, we are at the beginning of the Redwood Empire Route to Oregon, its northern parts best enjoyed in summer, but its southern extremity providing the Burbank Gardens at Santa Rosa, Jack London's Valley of the Moon, Petrified Forest, etc.

In the Feather River Canyon country; in the Sacramento Valley—its Shasta Route leading to Mt. Shasta and Oregon; in Lassen Volcanic Park and other regions, northern California provides a wealth of tourist interest and recreation, especially for the summer visitor.

In central California there unfolds before the traveler the vast San Joaquin Valley, with its citrus belts, vineyards, orchards and oil fields. It is bordered on the east by the snow-crowned Sierra with their canyons, rivers, streams, lakes, peaks, and National Parks, forming a mountain belt seventy-five to 100 miles wide and 250 miles long. Over its western wall rise the summits of the Coast Range.

The Great Valley, smiling with the bounty nature has richly bestowed upon it, is lined with dynamic towns and cities. Over its northern areas hovers the romance of pioneers, the "Forty-Niners," the Bret Harte and Mark Twain country. Throughout its length, and beyond, extend trunk routes by rail, motor, and air. It provides gateways to three distinctive National Parks and scores of other mountain attractions.

At the Valley's northern extremity stands Sacramento, with its Sutter's Fort, reminiscent of early California; its stately Capitol and attractive parks typifying the present.

Southward we pass through places associated with Harte and with Twain, the early gold fields. Then comes Stockton, head of navigation on San Joaquin River, commercial center and metropolis of the Valley.

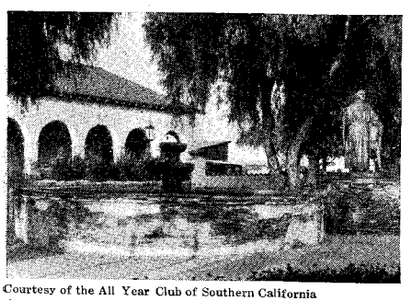
Here motor and rail routes from San Francisco and Oakland join the arteries from Sacramento southward. We continue to Merced, whence motor-coach or train bears us mountainward to Yosemite National Park.

Yosemite in winter is a fairyland of snow crystals and the capital of California's winter sports. The beautiful valley echoes with the joyous merrymakers' skiing, tobogganing, hockeying, skating, ski-joring, mushing behind dog-teams, sleighing, curling. Pacific Coast Inter-Collegiate winter games contest, fancy skating carnivals, moonlight rides behind jingling sleigh bells are held under auspices of the Yosemite Winter Club.

Winter accommodations are available at all prices, ranging from the superb Ahwahnee and the Yosemite Lodge to housekeeping in redwood cabins, all under the auspices of the Yosemite Park and Curry Company.

Returning to Merced, we follow the Valley to Fresno, outlet for a wealth of San Joaquin Valley products, including raisins, peaches, figs, citrus fruits. Fresno is also a gateway to the Sequoia and the General Grant National Park, with winter sports and with forests of Sequoias that include the oldest and greatest trees in the world.

On the eastern border of Sequoia National Park rises Mt. Whitney, 14,501 feet, mountain monarch of continental United



Courtesy of the All Year Club of Southern California

● Mission San Fernando's Lovely Garden

A "talkie" in the making

Why Hollywood is in Southern California

MOTION picture producers needed for the accurate picturing of life upon the screen the natural and scenic attractions of many varied parts of the world.

They needed tall mountains, evergreen forests, crystal lakes...in contrast, the desert...and ocean, with varied, picturesque coastline, sandy beaches, gay coast and island cities.

They required old-world, historic settings, foreign "color." Many films called for brilliant sport scenes, country clubs, golf, polo, race tracks and great stadiums. A large, cosmopolitan city was an essential. Perhaps most important of all was a suitable climate...plenty of sunshine the year 'round.

All these things they found in Southern California, and these same elements have combined to make Southern California the winter playground of those who know the art of getting the most out of life. No other area presents the features of so many vacations in one. And when the movies built gay Hollywood here, they added still another colorful lure for you; for here you'll rub elbows with the stars, and share their gay night life.

Come this winter... see this colorful romantic land ...rest and play in glorious day-long sunshine. Because Southern California is a year 'round vacation-land, you escape the "peak prices" necessary in short-season resorts. Ample accommodations. In fact, U. S. government figures show that costs of food, rent, fuel and light here are 15.2% less than the national average. These basic factors indicate that your costs while here may easily be no more than at home!

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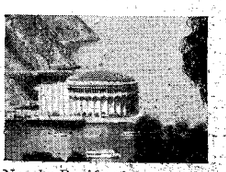

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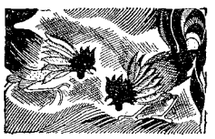

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States; while within sight of a lofty summit lies a region below sea-level, the lowest land on our continent, Death Valley, whose mysteries and natural wonders are now available as California's most recently developed winter resort.

Toward the lower end of the Valley is Bakersfield, headquarters for rich and seemingly inexhaustible oil fields, and then come the mountains which form its southern end.

The rail routes of the Southern Pacific and the Santa Fé System climb out of the Valley over the Tehachapi Pass, the former turning toward Los Angeles at Mojave, the latter continuing through southern central California, with its Los Angeles division diverging at Barstow. Between Sacramento, San Francisco, Oakland, and Los Angeles extends through the Valley the Golden State Highway, which, after leaving it, crosses the Tejon Pass, thence to Los Angeles.

South of the Sierra Nevada, California discloses her Sahara in the sand formations and Joshua trees of the Mojave Desert, and in the extreme south of the State we see the Imperial Valley, which irrigation has made California's million-acre garden.

Close to the Mexican border is the colorful and stupendous Carriso Gorge, providing an alternative scenic part of the Sunset-Golden State Routes between Yuma and San Diego. The railway, clinging to vast precipices, twisting and climbing around promontories, and penetrating tunnel after tunnel, presents an amazing engineering accomplishment and enables us to see mountain grandeur in Southern California, with a glimpse of Mexico when the line dips across the border.

Agua Caliente in its colorful surroundings, and Tia Juana of race-track fame, are directly on this route.

California's travel arteries include: The Sunset Route of the Southern Pacific System, joined at El Paso by the Golden State Route of the Rock Island System, with two approaches to Southern California—the Carriso Gorge Route, diverging at Araz Junction, near Yuma, direct to San Diego and the main line passing the new fashionable winter desert resorts of Palm Springs and La Quinta, the Salton Sea, and orange regions to Los Angeles. Between Los Angeles and San Francisco continues the Southern Pacific System, traversing the San Joaquin Valley. Also between Los Angeles and San Francisco is the Southern Pacific's Scenic Coast Route.

The Santa Fé System, entering southwestern California, also follows the San Joaquin Valley Route on its way to San Francisco, with a division diverging from Barstow for Los Angeles and San Diego.

The Union Pacific's Salt Lake Route, providing direct rail access to Death Valley, runs through San Barnardino to Los Angeles.

The Overland Route of the Chicago and North-Western, Union Pacific, Southern Pacific Systems enters California at Truckee and passes through Sacramento to San Francisco, all trains now crossing Suisun Bay at the great new Martinez-Benicia Bridge. Truckee and Lake Tahoe, mile-high inland sea near by, are the scene of the California's Sierra Dog Derby and of spectacular winter sports.

The Feather River Canyon route of the Denver Rio Grande Western and Western Pacific System follows the Feather River, goes through Sacramento, and terminates at San Francisco. It also has through cars to San Francisco over the Burlington Route between Chicago and Denver.

The Shasta Route of the Southern Pacific, traversing the Sacramento Valley, is the connecting link between California and the Pacific Northwest.

Through car service to California is also provided by the Milwaukee System from Chicago to Omaha, thence by the Overland Route to San Francisco and the Los Angeles and Salt Lake Route of the Union Pacific to Los Angeles.

All-water routes from the East to California via Panama Canal include those of the Panama Pacific Line to San Francisco, with calls at San Diego and Los Angeles; the Dollar Steamship Lines from Boston and New York to Los Angeles and San Francisco; the Panama Mail Steamship Line from New York to Los Angeles and San Francisco. Coastwise service between San Diego, Los Angeles and San Francisco is provided by express passenger steamships of the Los Angeles Steamship Company.

Prospective tourists should obtain detailed information from the above rail and steamship lines and from the All-Year Club of Southern California, Los Angeles; also from the Californians, Inc., San Francisco.

Pacific Travel Lures

A new era of travel and commerce is opening on the Pacific Ocean. Astonishing increases in tourists and cargoes are under way. Luxury, speed and novelty of unfamliar lands are popularizing these voyages.

Hawaii a Travel Paradise

From across the Pacific the Islands of Enchantment are calling. If a travel paradise is sought, then yield to their lure; for when you enter their realm a mundane world is left behind.

Romance steals into your being. Colorful peoples pass in review. Legend and folklore are here. By day you view nature's wonders and beauties. Evening brings its witchery. Soft breezes rustling through palms waft fragrance of hibiscus. A wondrous moon silvers the crests of Waikiki's surf. From shadowy places come strains of plaintive music.

The spirit of the unaccustomed hovers over land and sea; yet this is all part of our own country—Hawaii, most intriguing of our domains.

At all seasons are the Islands delightful. Winter travelers experience a sea-level temperature of about 72 degrees' average from January to April inclusive. And remember, Hawaii is fogless, tornadoless, and snakeless.

Three islands besides Oahu, upon which every steamship lands you at Honolulu, should be included in every itinerary. Travel highlights of the four include:

Island of Oahu, with colorful Honolulu, Waikiki, the world's most famous beach, with its surfing, outrigger canoeing and bathing, War Memorial Natatorium, and aquarium of gorgeously colored fish; panoramic drives to Pali and Diamond Head, Kanoehe Coral Gardens, round-the-island tour, etc.

Island of Kauai, with fantasies of nature, including the famous Barking Sands, Saltwater geyser, Caves of Haena, and Sliding Bathtub; Waimea, Hawaii's tropical Grand Canyon; the new harbor at Nawiliwili; excellent motor roads.

Island of Maui, offering motor and horseback ascent of Haleakala, greatest extinct volcano; Iao Valley, "the Yosemite of Hawaii," a scenic masterpiece; East Maui, a fairyland of waterfalls, scenic beauty and tropical fruits and flora; pineapple plantations.

Island of Hawaii, offering the volcano trip from Hilo through tree-fern forest and lava wonderland to Kilauea Volcano, with its glimpse of inferno (Hawaii National Park), trail trip to Mauna Loa; scenic coast route—230-mile motor trip around the island, joined to historic Kona and the great game-fishing grounds near the Kona Inn.

How to Go

The Matson Navigation fleet provides sailings twice weekly between San Francisco. Besides its regular Inter-Island service certain vessels from San Francisco continue from Honolulu to Hilo, Island of

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Hawaii, and from Honolulu to Island of Maui. Leaving New York on January 20, February 3, and February 17. Boat Trains will be operated through to San Francisco, connecting with sailings from that port for Honolulu by S. S. *Malolo*. On the South Seas Route between San Francisco, Suva, Fiji, and Pago Pago, American Samoa and Sydney, Australia, Matson liners call each way at Honolulu with stop-over privilege en route.

Between Los Angeles and Honolulu are weekly sailings by the fleet of the Los Angeles Steamship Company, which operates also coastal service between San Francisco, Los Angeles, and San Diego. One of its vessels continues from Honolulu to Hilo, Island of Hawaii, via Molokai, and another to Hilo via Island of Maui. Boat Trains will be operated from New York in connection with Hawaiian service leaving by New York Central and Pennsylvania Systems on January 20 and February 10.

Transpacific steamship lines affording stop-overs at Honolulu include the Dollar Steamship Lines weekly from Los Angeles and San Francisco to the Orient; Nippon Yusen Kaisha Line from Los Angeles and San Francisco to the Orient; Canadian Pacific Steamships between Vancouver, Victoria, and Oriental ports; Canadian Australasian Royal Mail Line between Vancouver, Victoria, Suva, Fiji, Auckland, New Zealand, and Sydney, Australia.

Romantic Isles of the South Seas

Would you cruise with Stevenson and Jack London and enter the glamorous scenes pictured by O'Brien? Then board a liner for the South Seas and see:

Tahiti, Society Islands, where over the red roofs of Papeete, the capital, flies the tricolor of France.

Rarotonga, Cook Islands, where at Avaruva you disembark on a white beach bordering a blue lagoon.

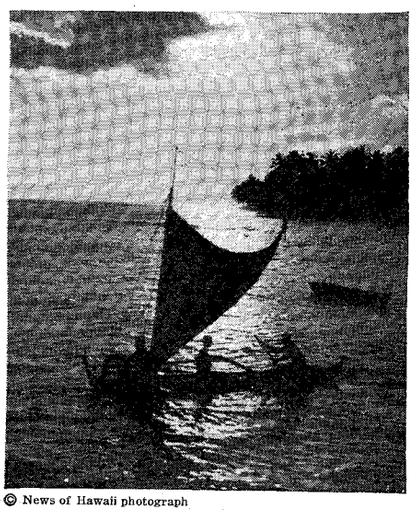
Samoa, made famous by Robert Louis Stevenson, where over Pago Pago "in a setting of opal and blue" fly the Stars and Stripes, and over Apia the flag of New Zealand.

Fiji, British-governed, where at Suva, behind its reef-guarded harbor and purple mountains, we find colorful races—Hindus, Fijians, Europeans.

Tonga, Friendly Islands, where the ship calls at Nukualofa, the British capital of "Sacred Tonga."

Wonder Continents of the South

New Zealand, with Wellington and Auckland the principal tourist gateways, comprises two islands, each a sportsman's paradise with genial climate, subtropic flora and forests, superb scenery. North Island has famous Rotorua and Taupo thermal regions, with huge geysers and



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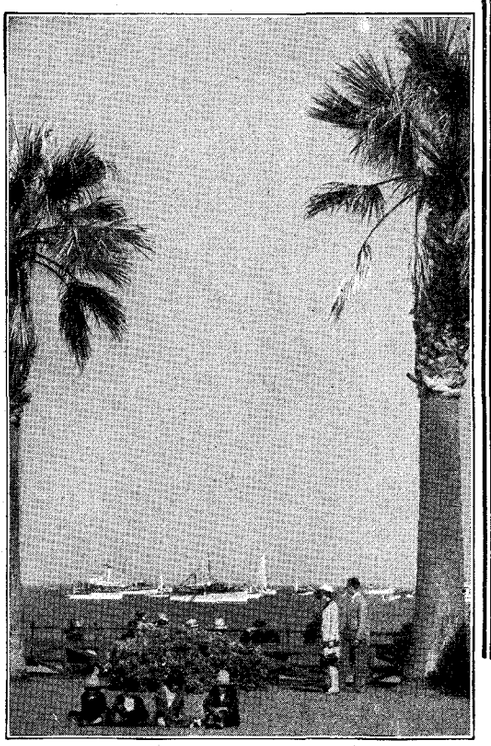
● Moonlight Sailing at Waikiki



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GO WHERE IT'S
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Australia

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You will see million-peopled cities of world importance — and Australian aborigines living as they did in the Stone Age, with boomerangs and spears. The unsurpassable suburban beaches lure thousands to their golden sands — or you can visit sub-tropic coasts where painted fish laze among the coral gardens.

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colorful lakes; Tongariro National Park, with its active volcano, Ngauruhoe; Glowworm Caves of Waitomo; Mt. Egmont, one of the world's most beautiful peaks. South Island has the picturesque Fiord Country, with Milford Sound and Sutherland Falls; Westland's Glaciers; Southern Alps, crowned by Mt. Aorangi ("Light of Heaven"); the "World's Wonder Walk," between Te Anau and Milford. On both islands are picturesque Maori villages, attractive modern cities.

To Australia, "The Country that is Different," the tourist is welcomed in these words by the Hon. J. H. Scullion, Prime Minister:

"We in Australia are at all times delighted to welcome our brothers and sisters and cousins from other parts of the British Empire and the United States of America, and to show them something of the unique, sunlit beauties and the wonderful potentialities of this, at once the world's oldest and newest continent."

See its superb modern cities—Sydney, with the world's greatest arch bridge being completed over its harbor; Brisbane, Melbourne, Adelaide, Albany, Freemantle, and the ultra-modern capital, Canberra—bathe on its glorious ocean beaches, 12,000 miles of them—motor to plain, forest, wheatland, and Alp mountainland with caves and spas—see the kangaroos, wallabys, emu, parrots, laughing Kookaburra—sail beside the colorful Great Barrier Reef—mix with a virile civilization thoroughly human—fish, hike, and visit turf classics at world-famous race-tracks.

Detailed travel data on Australia and New Zealand are obtainable from the Matson Navigation Company and Union Steam Ship Company, San Francisco, or from the Canadian-Australasian Royal Mail Line, Vancouver, British Columbia. Information relating to every phase of travel in Australia may be obtained from the Australian National Travel Association of 801 Grant Adam Bldg., San Francisco, California. In New Zealand the government maintains a Publicity Office at Wellington.

East Indies' Treasure Chests

The isles of spices, tropical scenery and flora, colorful peoples, provide attractions.

Java, "The Garden of the East," offers sightseeing trips, three to fourteen days from Batavia, chief port.

Sumatra (Air Service from Java) provides bathing beaches; trips to Lake Toba, colorful Karbouwen Gat (Buffalo Gap); mysterious remains of early civilizations.

Bali, "The Enchanted Isle," across the straits from Java, has Boeleleng as gateway to its inspiring scenery.

Borneo, with Bandjermasin as its principal gateway, offers an inland tour by stern-wheel steamboat up the Barito River.

Travel Riches of Siam

"Siam," as one writer remarks, "in an area a trifle larger than England and Ireland combined, offers a wealth of tropic scenic loveliness, of huge forests, of mighty rivers, of dense jungles, of cryptic ruins, of vast temples and fascinating cities indicative of a cultured and ancient civilization."

India the Inscrutable

"If the tourist seeks variety and picturesqueness, there is no region in all the world so full of vivid color, of populous cities, of stately or curious edifices, of diverse races, and of absorbing objects for study and observation in regard to manners, customs, religions, philosophy and art," says Sir Henry Low of India in his "The Call of the East."

Principal ocean gateways include Calcutta, Madras and Bombay. All information relative to travel in India may be obtained in the United States from the Office of the Resident Manager of the Indian State Railways, 38 East 57th Street, New York.

Routes to the Antipodes

Numerous routes and combinations of routes are available from America to the Antipodes. The Matson Navigation Company's South Sea Route is from San Francisco via Hawaii to Pago Pago (American Samoa), Suva (Fiji), and Sydney, Australia.

A combination of South Sea Tours may be made in connection with the Canadian-Australasian Royal Mail Line from Vancouver via Hawaii to Suva (Fiji)—with a side trip to British Samoa—Auckland and Sydney, and the Union Steamship of New Zealand Line from San Francisco to Papeete (Tahiti), Rarotonga (Cook Islands), Wellington, New Zealand, and Sydney, Australia.

Dutch East Indies ports are reached by other lines from Australia, and from European ports by the Netherlands Royal Mail Line, etc.

Singapore, capital of Straits Settlements, one of the world's great ocean crossroads, is reached by numerous lines, including the Dollar Steamship Lines Round-the-World Route; the P. & O.; the Nippon Yusen Kaisha; Spanish Royal Mail; Rotterdam Royal Mail, etc.

The Temple Bells are Calling

Japan, romantically beautiful, age-old yet modern, discloses colorful surroundings, temples, shrines, captivating gardens, with Mt. Fuji the incomparable leading its superb scenery. See Yokohama, the reborn city; Tokyo, with its shops, Imperial Palace, parks; "The Scenic Trio"—Miyajima the Shrine Island, Ama-no-nashidate the Heavenly Bridge, Matsushima, Pine Island; Hakone District, with mountain scenery, skiing; Kamakura, with its Great Bronze Buddha; Kyoto—Gold Pavilion, Temple, Palaces; Nara—Sacred Deer, Museum, Shrines; Osaka—industrial capital; Kobe—travel center, great port; Nagasaki, with its spectacular harbor, and, across the Straits, Chosen (Korea), with its five-century-old walled city Seoul, of temple, pagoda and palace fame. Blossom Cycle: February, the plum; March, the pear; April, the cherry blossom; May, flora in full glory.

Complete details of travel in Japan are obtainable from the official Japan Tourist Bureau, 1 Madison Avenue, New York; head office at Tokyo.

China, where breathes the spirit of the Orient, is a land of amazing antiquity, fascinating bazaars, pagodas, rickshaws, colorful festivals. In Shanghai, "the international city," see the silversmiths' shops, Loonghwa Pagoda, Temple of the Ten Thousand Gods. At Peiping, the Tatar section and the Forbidden City, with the Great Wall of China a day's trip beyond. At Hong Kong, city of the hills, half European, half Chinese, see Queen's Road, the "shopper's paradise," play golf at Fanling, and see the races at Happy Valley Jockey Club; also the harbor scenes, with ships from the seven seas, and go to Macao, "Monte Carlo of the East."

At Canton, the southern metropolis, ninety miles inland, you can rickshaw along the famous Bund, "where East meets West," and see the carvings of Ivory Street, and the silk weavers' shops.

America's Oriental Outpost

Travelers to the Orient will be rewarded by a stop-over at the Philippines, now accepted as one of the Pacific's winter tourist attractions. In these isles we have an unusual complex, "a country that is tropical yet temperate, Oriental yet Occidental, medieval yet modern." In scenery, peoples and historic landmarks the Philippines satisfy various tastes.

Manila the modern, including Intramuros, the ecclesiastical walled city of Spanish colonial aristocracy, is rich in interest. Into its capacious harbor come the shipping of some forty ocean lines. Two hours distant by motor is unfathomable Taal Lake

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in the extinct crater of a great volcano. By train or motor we may visit the scenic Pagsanjan Gorge and Waterfall. At Mt. Mayon, in the south of Luzon, and in Baguio and the Mountain Province, is a region of pine forests in a temperate climate. Then there are water trips around the islands, full of wonders.

The Philippine Tourist Association at Manila offers well-arranged tours and is a source of all information on the subject.

Steamship routes from North American ports to the Orient include: From San Francisco: The N. Y. K. Line (Nippon Yusen Kaisha) and Dollar S. S. Lines, each via Honolulu. From Los Angeles: The O. S. K. Line (Osaka Shosen Kaisha) and the N. Y. K. Line. From Seattle: The N. Y. K. Line, American Mail Line, and the O. S. K. Line, all via Victoria; the last, via Tacoma also. New York or Boston via Panama Canal: Dollar S. S. Line—"Round-the-World" service. From Victoria: The N. Y. K. Line. From Vancouver: The O S. K. Line. From Vancouver and Victoria: Canadian Pacific Steamships, via Honolulu west-bound.

On Southern Seas

Happy is he who can leave winter behind for colorful Bermuda, the Islands of the Caribbean, and Latin America! Let us then shed overcoats and wraps, and visit their shores.

Magic of the Bermudas

Magic? Yes, truly! Because only forty-eight hours from New York's sleet, slush or blizzard. Nature waves her wand and our ship glides into the harbor of fairyland. Beneath a sky of wondrous blue we are caressed by mellow sunshine. A turquoise sea splashes upon coral shores. White houses are intermingled with green cedars, and gardens are gorgeous with tropic flora. Immaculate beaches slope into crystal-clear bathing waters. The din of honking horns, the smudge of factory smoke are absent.

St. Davids and Gibbs Hill lights beckon the voyager to the two principal islands, but nearly 300 coral gems form the entire setting.

Hamilton, with its dominating cathedral tower, and St. George, the ancient capital, are tourists' headquarters—clean, attractive towns of British flavor.

Bahamas' Tropical Playground

One thousand miles due south the ship has sailed from New York Harbor. Then, over the horizon, islands appear. They are the Bahamas' northern phalanx. Three thousand of them are sprinkled over the ocean to the southward.

Courtesy of the New York & Porto Rico S. S. Co.

San Juan's Haunted Sentry Box

When Nassau plays, it golfs, fishes, motors, surf-bathes, visits gorgeous sea gardens, goes adventuring among the "out islands," and plays tennis and polo. Nassau and New York are sixty hours apart by Munson Line steamships.

In Gay Havana

From under the brow of a grim fortress, four centuries old, we steam into the harbor of Havana. It is our introduction to Latin America. In this new city within the old are endless divertisements. There are drives along the Prado connecting three parks resplendent with tropical flora, and along the Malecon, sea-wall boulevard. From the Plaza de Armas are rambles to shops, cafés, theaters, sixteenth-century buildings. Beyond lie Marianao, La Playa Beach, and the Yacht Club. The Country Club provides a famous golf course; the Jockey Club, racing. Shore excursions lead to the Yumuri Valley and Caves of Bellamar, near Matanzas. Cardenas, with its Playa Azul (blue beach), tempts just beyond. In the opposite direction, Pinar del Rio discloses the beautiful valleys of Viñales and Cerro.

Eastward through the Island, scenery and historic places tempt farther afield to Cienfuegos, "Pearl of the South"; Camaguey, mellowed by the centuries; San Juan, with its dramatic memories of the Spanish-American War.

All these places may be visited by the United Railways of Havana, and the Cuba Railroad. Through the heart of the island, from Pinar del Rio on the east to Santiago on the west, runs the Carreta Central, the magnificent central highway, 700 miles long, built at a cost of $76,000,000.

New express steamships of the Ward Line have brought Cuba within about fifty-eight hours of New York, while Havana is only a few hours' sail from Key West.

Jamaica—The Diverse

Blue Mountain, its summit 7,400 feet above the Caribbean, guides our steamship toward Kingston Harbor, gateway to British Jamaica. Ashore we enter a tropical fairyland, its mountains, river, springs and seashore made accessible by the Jamaica Government Railway and by superb motor roads. These take us to such attractions as Port Antonio, a delightful northeast coast resort, and Montego Bay, in an exquisite setting on the northwest coast, where we find superb bathing.

From Kingston the world-famous Hope and Castleton Gardens, Old Spanish Town, Blue Mountain Peak, etc., should be visited.

Over the Spanish Main we sail from Jamaica all expectant for another landfall.

Under Our Flag in Porto Rico

Golden-domed capitol, frowning old Morro Castle with its sinister three-tiered battery, palm-fringed shores—these mark San Juan Harbor. Here and yonder on Castle Cristóbal, seaward fortress, fly the Stars and Stripes, proclaiming our Porto Rico rule.

Ashore we enter the bastioned, moated, walled capital city with its monuments, Spanish architecture, ancient buildings—including Casa Blanca, where dwelt its founder, Ponce de Leon—all side by side with modern activity.

Across the San Antonio Memorial Bridge (for San Juan occupies an island) we find attractive residential suburbs of Santucre and Miramar, and amid tropical gardens facing coral reefs the Condado Vanderbilt Hotel.

High in the mountains are the radio-active baths of the Coamo Springs Hotel, and along the coast such points of interest as Ponce, second city founded by Ponce de Leon; Guayama, two hundred feet above its beach; Mayaguez, Porto Rico's third city, and Aguadilla Bay, with its monument marking the place where Columbus landed for fresh water on his second voyage.

Steaming out from San Juan, we head

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Days of business tension... market calculations. Days and nights of nervous strain, unceasing worry. Now, more than ever, watch your husband. Where worry fails, a winter respite wins. Sail away on a colorful, restful cruise by *White Star* or *Red Star Line*... with your husband.

MEDITERRANEAN CRUISES

BY WHITE STAR LINE WITH THOS. COOK & SON

HOMERIC—The *Cruise Supreme* on the *Ship of Splendor*, Jan. 24, 45-57 days, $850 up, 1st Class. $454, Tourist 3rd Cabin. Calling at points of principal interest, including Algiers, Naples, Athens, Istanbul, Holy Land, Egypt, etc.

BRITANNIC—Also the great new motor liner *Britannic*, sailing from New York, Jan. 8, 46 days, $750 up, 1st Class. $420, Tourist 3rd Cabin. All Mediterranean Cruise rates include complete shore program.

WEST INDIES

12 to 19 days—colorful itineraries including Port au Prince, Kingston, Colon, Vera Cruz, Havana, Nassau, Bermuda—***Britannic*** (in co-operation with Thos. Cook & Son) and ***Lapland*** during February and March. $123.50 up. *The only cruises to visit Mexico.*

Write to Desk C, No. 1 Broadway, New York, for the free travel booklet, "Watch Your Husband," telling about these wonder voyages. 30 principal offices in the United States and Canada. Authorized agents everywhere.

WHITE STAR LINE
RED STAR LINE

International Mercantile Marine Company

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westward across the Mona Passage and the ocean for a voyage of 250 miles to the island occupied by the Dominican and the Haitian Republics.

Santo Domingo's Treasures

Above the ocean's rim rise towering mountains, loftiest in the West Indies. We draw nearer, and castle- and lighthouse-crowned crag guide our ship into the Ozama River, Santo Domingo's harbor.

We visit its impressive Cathedral, completed in 1540, replete with rare works of art, and believed by many still to contain in its marble mausoleum the remains of Christopher Columbus, altho Seville, in Spain, is now credited with that honor. Then there is the romantic Homenage or Columbus Tower built by Bartholomew Columbus, founder of the city, and the house of Don Diego Columbus.

Sans Souci—World Wonder

From Santo Domingo we sail half-way around the island, entering the course followed by Columbus in December, 1492, and land at Cape Haitien, where the great discoverer set foot ashore. We are now in Haiti, "The Black Republic," strangest of the world's little countries. From the Cape we go inland to one of the world's wonders, Sans Souci, the Black King's Castle, amazing in its lofty and impregnable position. A highway leads from Cape Haitien to Port-au-Prince, the capital city.

Lesser Antilles Pot Pourri

Varied are the experiences to be enjoyed in the Lesser Antilles, with their dash of America, Great Britain, France, and Holland. Tourist attractions include:

UNITED STATES VIRGINS: St. Thomas, St. Croix, St. John: St. Thomas, capital, houses red roofed, flower-surrounded, facing a blue bay; motor trip to heights, disclosing panoramic view of neighboring and distant islands. St. Croix, "Garden of the Antilles"; landing at Frederiksted, we motor to the north coast port, Christiansted, or vice versa.

BRITISH ST. KITTS: Port, Basse Terre. Motor drive to historic fortress on Brimstone Hill and to Conaree Bay.

BRITISH NEVIS: Charlestown, port; motor trip to St. John's Church, whose register contains the record of Lord Nelson's marriage; birthplace Alexander Hamilton.

BRITISH ANTIGUA: Landing at St. Johns, motor to ancient Nelson's Dockyard and English Harbor.

BRITISH MONTSERRAT: Debarking at Plymouth, motor to Sulfur Springs and to the scenic windward coast.

FRENCH GUADELOUPE: Varied excursions from Basse Terre.

BRITISH DOMINICA: Crowned by Morne Diablotin, 5,000 feet elevation. Debark at Roseau for botanical gardens and scenic motor trip over Imperial Road.

FRENCH MARTINIQUE, "Queen of the Caribbees," twenty miles from Dominica. Landing at Fort-de-France, we visit Trois Ilets, birthplace of Empress Josephine; water and motor trips to St. Pierre.

BRITISH ST. LUCIA: Debarking at Castries, in a mountain setting, we go for motor drives to Cul-de-Sac Valley.

BARBADOS: A little corner of Britain. Bridgetown, port of arrival.

BRITISH ST. VINCENT: Ashore at Kingstown—motor drive to Botanical Gardens, Fort Charlotte, etc.

BRITISH GRENADA: Arriving at St. George's, visit the superb bathing beach at Grand Anse and motor to Grand Etang Lake in the mountains.

BRITISH TOBAGO: Scarborough gateway—government buildings, ruins of Fort King George, motor trips inland.

BRITISH TRINIDAD: Entering the Dragon's Mouth, the ship steams to Port of Spain, with its famous Botanic Garden.

DUTCH CURACAO: Willemstadt, port of entry, is a replica of a Holland town; interesting land and water excursions.

In Central America

Central America's treasure chest includes gold, silver, and manganese. San José, colorful capital, nearly 4,000 feet above the sea, is the tourist magnet. From the Caribbean gateway, Limon, a railway skirts the coast, follows rivers, climbs mountains in the rare scenic route to the city. The Pacific gateway is Puntarenas, thence by rail.

From Greytown, on the Caribbean, the steamer traverses the proposed canal route over San Juan River and Lake Nicaragua to Granada. Thence by rail is a route to Managua, the capital, on the shores of Lake Managua. Another route is by rail and steamer from Bluefields. Corinto is the Pacific gateway.

Tropical fruits, vegetable oils, and rare woods are its staples. Tegucigalpa ("Silver Hill"), high in the mountains, is the commercial metropolis. The approach from the Caribbean is from Puerto Cortés, thence by rail and motor, or from Tela by airplane. From the Pacific the route is from Amapala by boat and motor-car.

Behind an island-dotted coast stands Belize, the capital and tourist center, with golf, tennis, polo, and jockey clubs. Marvelous caves, falls, and Mayan ruins are accessible to hardy travelers.

Progressive San Salvador, the capital of this populous Republic, is reached by a two-hour motor trip over surfaced roads from Libertad or by rail from the port of Acajutla. There is steamer communication between La Unión, on this railway, and Amapala, Honduras, the two countries thus providing a combined itinerary.

With a great output of coffee, bananas, and chicle, and with possibilities for vast future development, this Republic also has a strong travel appeal. Guatemala City, capital, is reached by a rail ride through magnificent scenery from Puerto Barrios, the Caribbean seaport, from which the famous Maya ruins may be visited. The ocean-to-ocean rail route extends to San José on the Pacific. The capital is connected with Salvador by motor road to San Salvador.

The six or seven hours' transit of Panama Canal from Cristóbal on the Caribbean through Gatun Locks and Lake, Gaillard Cut, and down the Pedro Miguel Lock, Miraflores Lake and Locks to Balboa on the Pacific (where the traveler may see the sunrise over the Pacific, Balboa being east of the Atlantic entrance), is a fascinating travel experience. Leaving the Canal Zone, with its modern engineering triumph and modern hotels, we may visit seventeenth-century Panama, capital of the Panama Republic, and motor to ruins of the ancient city sacked by the pirate Morgan.

1931 West Indies Cruises

Vessel	*Auspices*	*Lv. New York*	*Duration*
Conte Grande	Lloyd Sabaudo	Dec. 23	12 days
California	National Tours	" 24	11 "
Britannic	National Tours	" 26	9 "
Carinthia	Cunard Line	" 26	8 "
Reliance	Hamburg-American	Jan. 7	17 "
Statendam	Raymond-Whitcomb	" 8	16 "
Duchess of Bedford	Canadian Pacific	" 9	29 "
Kungsholm	Swedish-American	" 10	18 "
Prince Robert‡	Canadian National	" 10	14 "
Republic*	United States Lines	" 10	16 "
Carinthia	Cunard Line	" 10	16 "
Volendam	Holland-America	" 21	18 "
Vulcania	Cosulich Line	" 23	21 "
Caledonia	Cunard Line	" 24	18 "
Reliance	Hamburg-American	" 27	27 "
Statendam	Raymond-Whitcomb	" 28	25 "
Republic*	United States Lines	" 28	16 "
Kungsholm	Swedish-American	" 31	18 "
Steuben	North German Lloyd	" 31	16 "
Prince Robert‡	Canadian National	" 31	14 "
Duchess of Bedford	Canadian Pacific	Feb. 11	29 "
Volendam	Holland-America	" 11	28 "
Vulcania	Cosulich Line	" 14	21 "
Caledonia	Cunard Line	" 14	18 "
Republic*	United States Lines	" 15	16 "
Steuben	North German Lloyd	" 17	16 "
Lapland	Red Star Line	" 18	19 "
Kungsholm	Swedish-American	" 21	18 "
Statendam	Raymond-Whitcomb	" 24	25 "
Britannic	White Star Line	" 25	16 "
Reliance	Hamburg-American	" 26	27 "
Republic*	United States Lines	Mar. 7	16 "
Lapland	Red Star Line	" 11	12 "
Aurania	Cunard Line	" 13	15 "
Kungsholm	Swedish-American	" 14	18 "
Britannic	White Star Line	" 14	19 "
Lapland	Red Star Line	" 25	14 "
Reliance	Hamburg-American	" 28	16 "
Aurania	Cunard Line	Apr. 1	12 "
California	National Tours	" 3	9 "
Caledonia	" "	" 3	9 "
Tuscania	Cunard	" 16	12 "

*Leave from Philadelphia.
‡Leave from Boston.

Services, Bermuda, West Indies, etc.

BERMUDA

Furness Bermuda Line — Munson Steamship Line
Canadian Pacific Steamships, Ltd.

BAHAMAS

Munson Steamship Line — Pan-American Airways

CUBA

Ward Line — United Fruit Fleet
Panama Pacific Line — Dollar Steamship Lines
Pan-American Airways

JAMAICA

United Fruit Fleet — Pan-American Airways

PORTO RICO

N. Y. & Porto Rico S. S. Line — Red "D" Line
Pan-American Airways

SANTO DOMINGO

N. Y. & Porto Rico S. S. Line — Pan-American Airways

VIRGIN ISLANDS

Furness West Indies Line — Pan-American Airways

LESSER ANTILLES

Canadian National S. S. — Furness Trinidad Line
Royal Netherlands S. S. — (Surinam Line)
Red "D" Line — Pan-American Airways

Steamship Routes

Panama Pacific Line—
Canal Zone—California

Grace Line—
Canal Zone—South America

United Fruit Co.—
Canal Zone, Costa Rica, Honduras, Guatemala

Panama Mail S.S. Co.—
Guatemala, Salvador, Nicaragua, Costa Rica

American Fruit & S. S. Corp.—
Honduras (La Ceiba)

Libera Line—
Salvador, Canal Zone—Italy

South America—Incomparable

What other tour offers such diverse travel experience as that around South America! We traverse the Caribbean, the Panama Canal. We are awed by stupendous scenery. Ancient and prehistoric landmarks cast their spell. Colorful peoples pass before us in review. Cities of splendor amaze.

Southward from Panama the West Coast steamship crosses the equator and skirts Ecuador's coast. Guayaquil, on the Guayas River, sixty miles from the sea, is a tourist gateway. Here begins a trip of wonders to Quito, the capital. By zig-zag switchback the world's highest railway climbs the mighty Andean Cordillera, disclosing among other peaks the towering summits of Chimborazo (21,220 feet) and Cotopaxi, only slightly lower. Quito, at an altitude of 9,000 feet, has a delightful climate and interesting sights.

Rugged Andean heights follow the voyage from Guayaquil to the broad roadstead of Callao, where we debark for Lima, "City of the Kings," a few miles up the Rimac Valley. Again sailing southward, we debark at Mollendo for a trip up into the Andes via Arequipa, under the shadow of El Mistis, to Cuzco, ancient Inca capital, with its prehistoric ruins. From Cuzco tourists take the train to Puno, boarding a steamer there

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for a voyage over the world's loftiest navigable waterway, Lake Titicaca.

Over the legend-surrounded waters the steamer crosses the Bolivian boundary, and from Guaqui a train whisks us to La Paz, highest capital in the world.

For upwards of 3,000 miles Chile borders the Pacific with a rich diversity of scenery, including mountains, island archipelago and inland lakes. The voyage southward from Antofagasta brings the steamship to Valparaiso, "Pearl of South America," Eastward, at Los Andes, begins the famed Transandine route.

Vast in extent—its area as great as all of the United States east of the Mississippi—rich in agricultural resources and with a strong tourist appeal, Argentina welcomes us to Buenos Aires, metropolis of the Southern Hemisphere. "B. A." is amazing.

From Buenos Aires a voyage up the Paraná and Paraguay rivers is rich in interest. The first call is at Rosário, Argentina's second city, and then at Paraná, embowered with palms and gorgeous flowers. Calling at other towns, we pass floating islands clad in blossoms to Asunción, the attractive capital of Paraguay. In conjunction with this trip the famed Iguazue Falls may be visited. Returning to Buenos Aires by rail or steamer, we may take the night boat over Rio de la Plata River to another republic of South America.

We step ashore at Montevideo, capital of Uruguay, to find ourselves in a city "clean, brisk, inviting in appearance, fortunate in climate, and prosperous in affairs," as one writer aptly sums it up. From Montevideo we may travel northward by rail or steamship.

With her area greater than that of the United States proper, with 4,000 miles of coastline and 17,000 miles of navigable rivers, including the great Amazon, and with fascinating cities, Brazil offers outstanding tourist allurements. Santos, world's greatest coffee port, is gateway to enterprising, opulent São Paulo; to Rio de Janeiro, with its amazingly spectacular setting.

Beyond Brazil's northern highlands lie side by side these little countries, outposts of three nations. Cayenne is capital of French Guiana; Paramaribo is government headquarters of Dutch Guiana, and Georgetown seat of British Guiana's rule. West of the latter we come upon the Caribbean countries.

We debark at La Guaira, its scarlet-roofed houses and green palms clinging to a precipitous mountainside, for a twenty-three-mile trip by rail or mountain road to Caracas, the capital, founded in 1567, and now crowded with points of tourist interest.

With frontage on two oceans, immense natural resources, 2,500 miles of navigable rivers, and ever-extending rail lines, Colombia is forging ahead. Her tourist attractions are many. On the Caribbean coast, Santa Marta, with its home of Bolívar, and Cartagena of melodramatic past, attract thousands of visitors. From Puerto Colombia to Barranquilla by rail, thence by air, we may visit the lofty mountain capital, Bogotá. Near by are the majestic Tequendama Falls.

From the Pacific coast the modern port of Buenaventura is the gateway to the interior.

Steamship and Air Routes

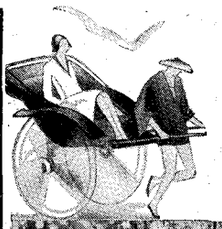
West Coast Lines: Grace Line.

East Coast Lines: Munson Steamship Line; Furness Prince Line, Westfal-Larsen Company.

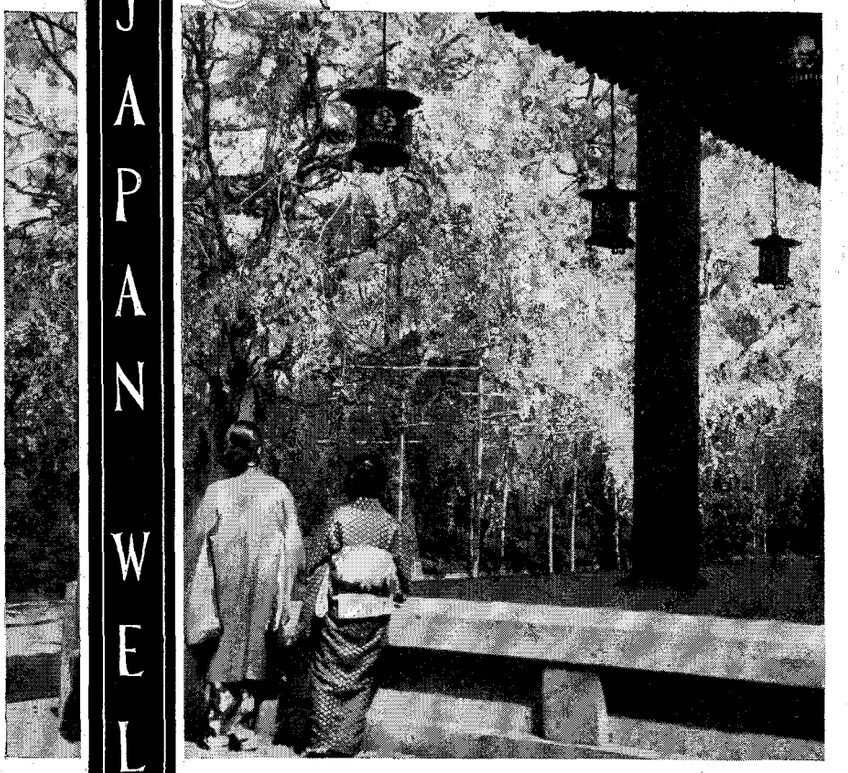
North Coast Ports: United Fruit Company; Canadian National Steamships (from Boston); Panama Mail S. S. Line; Royal Netherland Steamship Company; Furness Trinidad Line; Red "D" Line.

Passenger Air Routes: Pan American Airways, Inc., and Pan American-Grace Airways, Inc.

JAPAN WELCOMES ALL



Cherry-Blossom Time



YOU'VE always wanted to see Japan, but you thought it too distant, too expensive. . . . Because you didn't know the Japan Tourist Bureau and its work in this country in connection with the tourist agents and transportation companies.

It plans trips for millionaires . . . yes, but it gives just as much attention to the teacher, the student, the inquiring mind tied to a slim purse. For instance, one of the itineraries in its booklet "Specimen Tours" covers a good part of Japan in as little as ten days . . . and at surprisingly low cost . . . ten days that change your whole viewpoint on beauty, culture and world affairs.

First, Yokohama, its street life, its bazaars by motor car. . . . Then, Tokyo—everything from Asakusa Park to the Imperial Palace . . . Nikko, where the Sacred Bridge flares like blood against the Cryptomerias—Lake Chuzenji, lovely Miyanoshita and a marvelous 100-mile motor trip to the foot of Mt. Fuji.

Then to Kyoto of the geishas and the fans for two full days—the old Imperial Palace, the temples, the Hozu Rapids. . . . On to Nara, loveliest in the world—the Deer Park, the Great Buddha, the shrines in the hills. . . . Last of all, Kobe—Theatre Street, Motomachi for shopping and the Nunobiki Falls while your jinrikisha waits. . . . When do *you* sail?

The wonderlands of Japan, Korea, Manchuria and China are reached from the United States and Canada by the Nippon Yusen Kaisha, Osaka Shosen Kaisha, the American Mail Line, Canadian Pacific and the Dollar Steamship Line. Full information will be furnished by any of these Lines, any tourist agency, or by the Japan Tourist Bureau. Write for "Specimen Tours" and other booklets.

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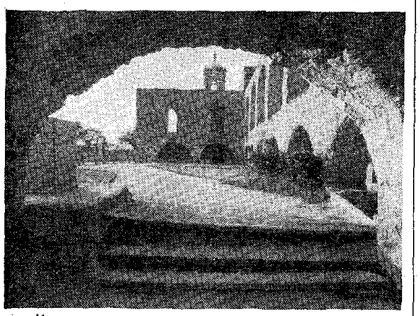

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Mexico the Enthralling

A voyage over Gulf or Pacific, or a rail ride across our southern boundary brings us to a land of old-world glamour—Mexico. Superb cities; some replicas of towns in southern Spain; palaces rivaling those of Italy; temples and pyramids older than those of Egypt; natural beauties and grandeur, ranging from snow-capped peaks to tropic jungles, active volcanoes and limpid lakes await the visitor. And over all rests the aura of ancient mystery, romance, and tragedy.

Whether we enter this land by the border gateways, Brownsville, Laredo, Eagle Pass, El Paso, on the Texas line; or Nogales, Arizona; by one of the Gulf ports, Tampico or Vera Cruz; or by Mazatlan, Manzanillo, or Salina Cruz, chief Pacific ports, Mexico City is the climax of all tours. High in the Sierra Nevada, watched over by the great white cone of Popocatepetl, its setting is magnificent.

Oldest metropolis of the continent, it was the Aztec capital before Columbus sailed for the New World. Here Cortez raised the flag of Spain in 1521, and here was celebrated Mexican liberty in 1821.

Its cathedral, begun by Philip II of Spain in 1521; National Museum of Antiquities; National Theater; shops and flower markets; Chapultepec Castle, on the site of Montezuma's Palace, are among many tourist attractions. Near by are the floating gardens of Xochimilco, with their gondolas. From the capital we may visit Guadalupe, Mexico's sacred shrine, with its exquisite seventeenth-century church. Twenty-five miles east, at San Juan de Teotihuacan, are the pre-Aztec Pyramids of the sun and moon. A few hours distant are the gardens, caverns and falls of Cuernavaca; Cuautla, "The Carlsbad of Mexico," and Puebla, "The Rome of Mexico."

In Frost's Kingdom

In the realm of snow and ice across the continent from Murray Bay to the Yosemite, winter sports carnivals are staged at innumerable places.

At Laconia, among the snow-clad hills of New Hampshire, on the Boston and Maine System, winter sports devotees will gather on February 12 to 14 to witness the great new National Sled Dog Derby.

To the balsam-laden air of the Adirondacks a joyous army of winter devotees gathers at the Lake Placid Club, and at Saranac Lake on the New York Central System. All winter the former club has a continual program of activities. Saranac's Carnival with ice palace, floats and International Skating Meet will be held January 27, 28, 29. New facilities for all forms of winter fun are being perfected.

Montreal's Mount Royal rings with the cries of merrymakers seeking its mile-a-minute toboggan slide, while skiing, curling, horse trots, and sleighing are favorite sports.

King Frost presides over a merry court in romantic old Quebec, capital of winter sports in Eastern Canada. From the Chateau Frontenac jolly throngs set forth to zip down the triple-track toboggan slide, and to join skiing, skating, sleighing and ski-joring parties. Outstanding, however, is the great Eastern International Sled Dog Derby, epic of the snows, which will be run February 19, 20, and 21. North America's most famous mushers will enter their dog-teams for the rich prizes.

In the heart of French Canada the new Manoir Richelieu, on the forested banks of the St. Lawrence River at Murray Bay, stages a varied winter sports program, beginning December 27 and lasting until March 6. Through Pullmans from Washington, D. C., reach it over the Canadian National System.

A round of winter sports in Ottawa brings throngs to the Dominion's Capital.

Queen Dorris Parkes, of Vancouver, has been crowned to reign in her ice palace over the winter sports carnival at Banff, on the Canadian Pacific System in the Canadian Rockies, February 7 to 15. Dashing down one of the world's finest toboggan slides, skating on Bow River, skiing contests, snowshoeing, sleighing, dog-sled races, masquerades, dances, fireworks are items on the Banff program which will attract sports lovers to this beauty spot.

The world's dog-sled classic at The Pas, Manitoba, will be run in March.

Europe This Winter

For relaxation, creature comfort, luxury, excellent food, and invigorating air a voyage over the ocean.

What to Find in England

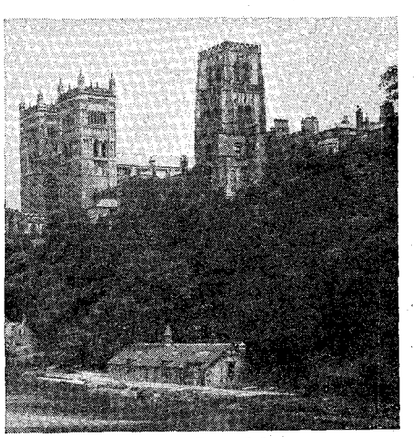
England emphatically claims first call on the American traveler of 1931. Only, if you go, beware of London's charms. With old Roman monuments, hoary Norman churches, Tudor, and Stuart mansions, and a group of parks, theaters, clubs, shops, and stately thoroughfares, London has a wide variety of allurements to tie us to her side. She will delight us with Westminster Abbey, St. Paul's, and the grim old Tower. Her streets are still peopled with the ghosts of the great, but to get to *know* England you must also wander down the lanes that lead out of London.

Westward you traverse historic ground with each locomotive puff. In Cornwall a day's rain is a news event. Dignified natives with faces as grim as their own granite will tell you of the days when Drake came back from the Indies with silver strapped to every mast. Nowhere else do strange flowers seem to grow so triumphantly on the sea coves in summer. And where else the sea thistle so blue or the poppy so red?

Wind north through historic Bristol and Bath to Shakespeare's land. To visit Stratford is like turning back history's pages three hundred years. It was in these very Midlands that the ancestors of Washington and Franklin were born. Onward through the university cities of Cambridge and Oxford; to Royal Selby in Yorkshire. When William the Conqueror sharpened his sword, it was the seventh town in England.

Snail-pace your way through Beverly. In summer daisies tessellate the pavements where kings stood to ask the banner of St. John. As you look down on York, the Queen of the North, reflect that some ancestor of yours, who may have ridden that way five hundred years ago, saw the same flash of silver hawthorn and the same twin towers of the Minster lifting over the tree-tops.

Continue ever northward through Durham and across the border into Scotland. Edinburgh and its soaring castle is more



Courtesy of the London & North Eastern Railway
Durham's Gothic Towers

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than the "Athens of the North." St. Andrews invites us to join the world at golf. Balmoral, the Trossachs, Glasgow and the west of Scotland, and many other centers too numerous to mention, provide an interesting panorama of attraction.

Down through the English lake district. A cottage invites you to tea. Clotted cream the color of primroses seems to be much more a point for discussion than the Stuart who may have hid in the garret from the men of Cromwell. In the starry greatness of the night, the old wives' tales of goblins seem less far-fetched than in the same valleys lighted by the Derbyshire sun.

Great war galleys from Rome crept up England's estuaries like water beetles. A brown thrush chirps impudently from an angle in Arundel Castle where a thousand medieval heads rolled into the moat. Then come upon an abbey, such as Tintern or Fountains, with its shell riddled with the late sunlight. Except for the wood pigeons which drone their offices from a ruined choir, you are grateful for the enfolding silence. The centuries have crowded the splendid sanity of England's soil with treasures, and you feel that if your ancestor had less of the wanderlust, *you* might be the welcoming English host instead of being the wondering visitor.

Erin Go Bragh!

Tread the "ould sod" and get the thrill of a lovable people, magnificent scenery, and historic shrines, all blended with romance and legend.

Cobh (Queenstown) is Ireland's southern ocean gateway. A few miles beyond, on the River Lee, lies Cork, metropolis of the south. And here is the beginning of tourist routes to coast and interior. Blarney Castle is a near-by magnet. West through surpassing scenery we may go to Glengariff and on to Kenmare, an approach to immortal Killarney and the mountains of Kerry. Limerick, with its Treaty Stone, lures us to picturesque River Shannon towns. Northward lies County Clare, with such resorts as Lisdoonvarna, Ireland's famous spa, and the port of Ballyvaughan, whence by boat we may visit historical relics of Galway and see Connemara's inspiring lakes and mountains, with the romantic Aran Isles off the coast. Through Mayo to Sligo and northward, and then the mountain lands of Donegal unfold.

From Cork along the South and East Coast we pass through pastoral scenery to Waterford, "the city unconquered," through Wexford and Wicklow, "land of mountain, moor, glen and forest," to Dublin, the world-famous capital, replete with interest to every visitor. From here we may travel inland to the exquisite Westmeath Lakes and other attractions.

Northward from Cork, through the heart of Ireland, are the charms of Tipperary, including the Rock of Cashel, Golden Vale, etc.

Landing at Londonderry, Ireland's northern port, we enter the gateway of Ulster. From this walled city, mellowed by many centuries, the scenic shore route extends to Portrush, County Antrim, whence the Giant's Causeway, famous nature-wonder, may be visited. Antrim's coast discloses a succession of cliffs and glens, delighting the motorist on the way through Ballycastle and Larne. At Carrickfergus we pause to see the Norman Castle and other historical structures. Then along Belfast Lough the route brings us into Belfast, Ulster's capital and metropolis.

West, beyond the din of its great shipyards, are the peaceful waters of Lough Neagh, Ireland's largest lake, around which many a legend clusters. Another route extends to Armagh—in whose Protestant cathedral lie the remains of Brian Boru—and thence to the castles of Enniskillen, overlooking beautiful Lough Erne.

Southward from Belfast lies the County Down, and following again the coast we come upon Bangor, with its eighth-century-old monastery; Downpatrick, near which St. Patrick landed, in 432 A. D., and was afterwards buried; then Newcastle, a holiday center and approach to the Mourne Mountains.

These are only brief hints of Ireland's travel lure. Full details are available from her two tourist bureaus: the Irish Tourist Association, Dublin, and—for information relating to northern Ireland—the Ulster Tourist Development Association, at Belfast; also from steamship lines or tourist agencies.

Wooden Shoes and Old Masters

Across the North Sea are two countries in high repute with generations of travelers. The sturdy folk of Holland and the age-mellowed cities of heroic Belgium never cease to be of tourist interest.

If we cross by the Folkestone-Flushing route, we find typical Holland scenes at Middleburg, a few miles from the latter city. If we step from the transatlantic liner at Holland's great port, Rotterdam, clean and historic Delft lies beyond, with The Hague and its Royal and Peace Palaces near by.

Americans usually seek out Leyden, with its Pilgrim associations, and go to Amsterdam for the masterpieces of its galleries. An excursion thence to the Island of Marken discloses peasants in colorful costumes—the Holland of the picture-books. Volendam is a city breathing the very spirit of Holland.

From Amsterdam a favorite route extends across the Belgian border to Brussels, which is famed for its shops, churches, and market-place, the latter a gem from the Middle Ages.

Ancient Flanders calls us on to Ghent, with its Castles of the Counts of Flanders, dating back to the year 868. Storied Bruges has the peace and quaintness which only many centures can bestow, and Ypres, in southern Belgium, is a good base for trips to the Belgian battle-front in the Great War.

Also in the itinerary should be included Louvain, with its rebuilt University; Malines, with its famed Cathedral; Rochefort and its Grottoes of Han; Spa, with its curative waters, etc.

Winter Sports in Northlands

North of the Netherlands are the original lands of the ski, with tonic air, miles of glistening snow, and entertaining cities.

Therefore, we betake ourselves to Sweden and Norway for all forms of diversion in the realm of Jack Frost.

Stockholm, the delightfully situated capital of Sweden, gives us a round of sightseeing, with its Royal Palace, Museum, "old town" shops, theaters, and shipping. The Northern Games are featured in Stockholm in February. Gothenburg, Sweden's other port, also is noted for its many points of interest.

The Swedish State Railways will carry you from either city to numerous headquarters for varied winter sports.

Then on to Oslo, capital and principal rail and ocean gateway to Norway, where skiing has been a national sport since King Olav skimmed across its snowy slopes, A. D. 996.

The Royal Palace, Parliament House, University, National Galleries, theaters, shops, and museum with fascinating Viking relics, are points of interest.

Right here in Norway's capital the great International Winter Sports Meet is held in February.

The Norwegian State Railways extend to interior mountain resorts, providing rich opportunities for winter recreation.

Returning through Norway and Sweden on our way to Germany, we may stop off at Copenhagen, the superb capital of Denmark, and revel in its art collections, historical relics, Royal Theater and Opera. At Helsingförs we may visit Kronborg Castle, scene of Hamlet's tragic career.

The Norwegian Government Railways

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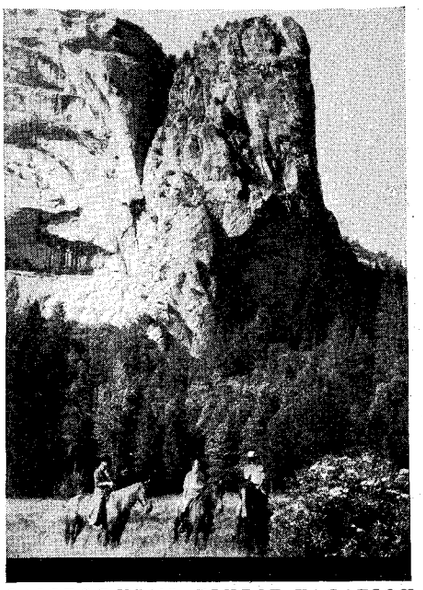

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WORTH A WEEK

You'll want a week, at least, for sightseeing and play, but if time *should* be short there are 2- to 4-day All-Expense Tours, $23 to $77.50.

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Representative tourist agencies arranging European Tours include:
The American Express Co.; Frank C. Clark; Thomas Cook & Son; Dean & Dawson, Ltd.; Franco-Belgique Tours; Frank Tourist Co.: International Wagon-Lits Co.; Raymond & Whitcomb Co.; Student Travel Club, Inc.; University Travel Service.

Round-the-World Cruises

(Leaving New York after January 1)

Vessel	*Auspices*	*Lv. N. Y.*	*Duration Days*
Resolute	Hamburg-American	Jan. 6	140
Franconia	Cunard Line	Jan. 10	138
Columbus	Raymond & Whitcomb Co.	Jan. 20	107
President S.S.	Dollar Line	Fortnightly	105

Special Mediterranean Cruises

(Leaving New York after January 1)

Rates for Mediterranean Cruises have been reduced, and will be lower than ever before in history.

Vessel	*Auspices*	*Lv. New York*	*Duration Days*
Britannic	White Star Line	Jan. 8	46
France	French Line	Jan. 10	30
Homeric	White Star Line	Jan. 24	66
Hamburg	Hamburg-American Line	Jan. 31	70
Carinthia	Raymond & Whitcomb Co.	Jan. 31	65
Empress of France	Canadian Pacific, S.S.	Feb. 3	73
Rotterdam	Holland-America Line	Feb. 5	71
France	French Line	Feb. 14	30
Mauretania	Cunard Line	Feb. 21	34
France	French Line	Mar. 20	30
Carinthia	Raymond & Whitcomb Co.	Apr. 14	42

Mediterranean Winter Voyages

Vessel	*Line*	*Lv. New York*
Conte Grande	Lloyd Sabaudo	Jan. 6
Saturnia	Cosulich	Jan. 10
Augustus	Navigazione Generale Italiana	Jan. 14
Conte Biancamano	Lloyd Sabaudo	Jan. 24
Roma	Navigazione Generale Italiana	Feb. 4
Conte Grande	Lloyd Sabaudo	Feb. 10
Providence	Fabre	Feb. 11
Augustus	Navigazione Generale Italiana	Feb. 17
Saturnia	Cosulich	Feb. 21
Conte Biancamano	Lloyd Sabaudo	Feb. 28
Patria	Fabre	Mar. 5
Roma	Navigazione Generale Italiana	Mar. 7
Vulcania	Cosulich	Mar. 11
Saturnia	Cosulich	Mar. 28
Providence	Fabre	Apr. 11

maintain a travel information bureau at 342 Madison Avenue, New York. The Swedish State Railways Travel Information Bureau is at 551 Fifth Avenue, New York. Another excellent source of information is the Scandinavian Travel Bureau, 280 Broadway, New York.

Germany's Travel Treasureland

For variety of pleasurable travel Germany is famous. The Germans are experts in catering to the comfort and entertainment of visitors. The repertoire of attractions is sufficient to satisfy all tastes—cities, medieval and modern; scenery of mountain and river; romance of legend and folklore; health resorts, world-renowned. Every one from federal Government to local authorities is cooperating to popularize winter sports by making them comfortable, inexpensive and safe. There are splendid automobile roads and many golf links.

Entering Germany at one of her great seaports—at Hamburg, on the Rivers Elbe and Alster, or at Bremen on the Weser—we pause to marvel at the contrast of medieval and modern in the city's streets.

Then we continue to the first objective of all travelers, Berlin. Superb among world capitals, its famous Unter den Linden, magnificent public buildings, galleries, monuments, museums, theaters, and three grand opera-houses, offer enchanting sights.

From Berlin, like spokes of a wheel, routes reach out to Germany's resort regions and interesting cities.

Following one of these paths, we may visit the Harz Mountain region, famous for its old cities, such as Hildesheim, Goslar or Halberstadt, and for its folklore. In this district the Grimm Brothers collected most of their fairy-tales, and the Brocken, highest peak in the mountain group, is the scene of parts of Goethe's "Faust" (the witches' dancing ground, etc.). The Harz Mountains are also one of Germany's great winter sports centers.

A trip through the Rhine Valley from Cologne to Mainz discloses a pageant of castles crowning lofty heights, forest and vineyard-clad hills, precipitous palisades, the cathedral spires of cities, and the scenes of legends.

In southwestern Germany is the Black Forest, with delightful old towns, medieval monasteries, famous spas and unsurpassed opportunities for winter sports.

Lake Constance, which Germany shares with Switzerland (the frontier runs lengthwise through the middle of the lake), attracts us to its exquisite scenery and to Friedrichshafen of Zeppelin fame.

Munich is an approach to the Bavarian Alps, which are the inspiration of artists and widely sought by winter sports devotees.

In addition to her scenic glories, Germany's cities intrigue the visitor. We have glimpsed Berlin, the center of entertainment and arts and one of Europe's most important industrial and trade centers. Among others essential to the German itinerary are: Dresden, "the jewel-casket of old Germany," with priceless art treasures; Cologne, with its perfect Gothic cathedral; Leipzig, world capital of book publishing; Nuremberg, mellowed by antiquity, Santa Claus's main workshop, the world's toy capital. Frankfurt, with its American Museum, its financial importance, is rich in history; Heidelberg, born in the Middle Ages and of University fame; Bayreuth, of the Wagner Musical Festivals; Munich, with marvelous museums and her well-known brew; Aix-la-Chapelle, with its first-century cathedral and shrine of Charlemagne, are other cities of charm.

In eastern Germany is Danzig, with unique architecture and the magnificent Castle Marienburg, medieval seat of the Grand Masters of the Order of German Knights, which opened these parts to western civilization.

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Generations have sought the curative benefits of Germany's many health resorts—Baden-Baden, rendezvous of the world's fashionable society in winter as in summer; Elster; Homburg; Kissingen; Nauheim; Wildungen; Wiesbaden, and scores of others.

Every detail needed by the visitor is available from the German Tourist Information Office, 665 Fifth Avenue, New York, or from steamship companies and tourist agencies.

Austrian Delights

Either from Lake Constance or from Munich, Germany's southern neighbor, Austria, is reached over scenic routes to Innsbruck in the Tyrol. Cable railways of this mountain town lift us through snowy heights for magnificent panoramic views. Should we enter Austria by the Salzburg gateway, another charming mountainland welcomes us across the border. In each of these and in the Arlberg region winter sports are popular under ideal conditions.

The objective of all travelers in Austria is world-famed Vienna, with its music, drama, Imperial Museums, its near-by winter sports at Semmering and Mariazell, and the sulfur baths at Baden.

The Austrian Tourist Information Office at 400 Madison Avenue, New York, is prepared to furnish all information on travel in this country.

The Spell of Italy

Italy's magic has been the inspiration of poets and painters through the ages, and it still draws ever increasing throngs of tourists to her shores. It is a magic of azure skies and turquoise seas, of cities old as civilization and modern as the twentieth century; of art, architecture and sculpture; of immortal saints and scholars, of idyllic resorts. From snow-clad Alps to palm-fringed Mediterranean, Italy's spell is irresistible.

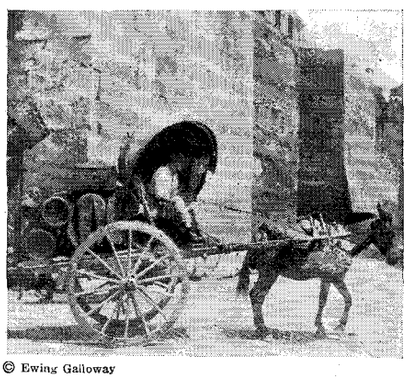
Italy's various gateways prepare us for the wonders beyond. This is true whether we enter through the mighty Alpine passes of Mt. Cenis, the Brenner, the Simplon or St. Gothard, or whether our train comes from Ventimiglia along the Riviera.

Steaming into her great port, Genoa, with its marble palaces, we follow the footsteps of Columbus. Debarking at Trieste, we are in the capital of the Julian Venetia, with its old towns typifying Byzantine, Moorish, Gothic, and Renaissance architecture.

Let us take a swift glance over this sunny land. Genoa stands midway between the Western Riviera, with its delectable Bordighera and San Remo, and the Eastern Riviera, along which are palm-embowered Rapallo, Spezia and other Ligurian towns.

Northward from Genoa short trips take us to busy industrial Turin, and to Milan of cathedral and art fame, whence we may visit the exquisite scenery of the Italian Lakes.

From Milan through Verona and Padua



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● A Wine Cart of Italy

Would You Think of This as a Month of Sunshine?

Bright Sunshine Every Day Last December in Pikes Peak Region

SHE was a woman from New York on her first visit to Colorado Springs—in *Winter!* "Oh, why *don't* you people tell us 'back east' more about this wonderful sunshine you have here in winter," she exclaimed in wonderment.

Simply because it's cool all summer long in the Pikes Peak Region, many people get the idea that the place must be "snowed in" during the winter.

Far from it. Winter months are the driest of the year—only .31 of an inch precipitation a month. And have the most days of sunshine—27 a month. These are average records for over 30 years.

Last December there was not a day on which the sun did not shine—not a day on which the above picnic picture could not have been duplicated.

No wonder this makes an ideal side trip any month in the year. No wonder there's health, comfort, enjoyment here all the year—the place to live chosen by those who could choose any place.

December Day Hike By College Girls

Free stopovers or side trips the year around. Entrancing scenery. Full detailed information on any question. Send for "Winning Health," "100 Winter Days," data on schools, living, the city, etc. Address—

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Colorado Springs Manitou *and the* Pikes Peak Region

Individuality and Clothes

By Margaret Story

A splendidly illustrated new volume that makes it a real pleasure for every woman to greatly increase her skill and native ability to be truly well dressed—always in perfect taste.

The author, an authority, shows how a woman may judge the modes and styles of every season and adapt them to her particular self.

●

In no other volume have these subjects been so clearly expressed. Though some women seem to be born with a sense of harmony in dress, the author stoutly maintains that any woman may learn the simple fundamentals and apply them quite as skilfully as the expert. She gives her readers a sympathetic understanding of color, line, form, and texture and shows how they may be used to bring harmony to an entire wardrobe.

"Individuality and Clothes" is a complete guide that offers the greatest encouragement to every woman. It has an especially strong appeal to many because it shows that true style is less a matter of money than a matter of knowledge.

●

The Blue Book of Personal Attire

Photo by FAB Studio, Costume sponsored by C. T. R. Lewis

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Mrs. Story has devoted considerable space to men's attire, starting with the infant and treating successively the schoolboy, youth and young manhood, the college man, business man, etc.

"Here is first aid for the bewildered woman who wants to express her personality in her clothes and so manage her attire as to bring out her good points and camouflage her poor ones."—*New York Times.*

"INDIVIDUALITY AND CLOTHES," By Margaret Story. Beautifully illustrated by Dale Adams, including two color charts. Cloth bound, 480 pages. $3.50, by mail $3.68. At all Bookstores.

●

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we may travel to Venice, "Queen of the Adriatic," the world's most unusual and romantic city. Her squares, canals, gondolas and palaces leave lasting memories in the minds of visitors. Southward the Adriatic shores lead us to the seaside resorts Ravenna and Rimini.

Traveling from Venice through the heart of Italy, we come to Florence, "City of Flowers," home of Dante, shrine of art.

Then on to Rome, "The Eternal City," which every tourist in Italy must see. Days are required to get its full picture, including Vatican City, the Forum, Palatine Hill, Temples, Pyramids of Caius, etc.

From Rome we follow the Tyrrhenian Coast to where Naples faces her immortal bay, and visit Vesuvius and Pompeii.

Through the Neapolitan Riviera runs the famed shore drive from Sorrento, home of Tasso, to Amalfi the Divine. And when we get back to the Bay of Naples we can visit the island-jewel, Capri.

From Naples is the water trip to Sicily, land of flowers and fascinating antiquities. Landing at Palermo, we can take motor trips around the island to such points as Taormina, Syracuse, Girgenti and others, where ruins of Greek and Roman temples, theaters and other structures are centers of interest.

Few other countries are so thoroughly covered by descriptive books. Besides these, travel information concerning Italy may be secured from the Italian State Tourist Bureau, 745 Fifth Avenue, New York, and also from the Compagnia Italiana Turismo ("C. I. T.") information bureau at 545 Fifth Avenue, New York.

Switzerland's Winter Sports

Switzerland is sought the year round for her scenic glories of valleys and sky-piercing peaks; for her clean cities and villages in idyllic environment; for her medieval castles and colorful people. But it is in winter that she becomes the world's rendezvous for sports.

Outstanding in her scenic regions are the Bernese Oberland, with the Jungfrau; the Valais, crowned by the Matterhorn; the Grisons of eastern Switzerland, with their 150 valleys; and the Rigi and Pilatus in central Switzerland.

Switzerland's capital of winter sports is St. Moritz, on the high slopes of Piz Nair, where wealth and fashion gather for outdoor fun.

All continental travel routes lead to or through Switzerland. Three in particular offer scenery without peer: the St. Gothard Route, the Simplon Line and the Lötschberg.

By the St. Gothard we wind through the heart of Switzerland from Basel via Lucerne, or from Basel via Zurich to Lugano.

Basel, on both banks of the Rhine, where France, Germany and Switzerland meet, is headquarters of the Bank for International Settlements under mandate of the Young plan. Further on, Baden has been a watering place since the Middle Ages. Lucerne, amid incomparable surroundings, deserves a visit. The great St. Gothard Tunnel takes the tourist from Goeschenen to Airolo, on the way to Lugano, which may be called the gateway to the Italian lakes.

The Simplon route bears us through the picturesque Lake Leman country and the Rhone Valley, the most picturesque rail pathway from France to Italy and the Orient.

After Frasne-Vallorbe the first important point is Lausanne, noted for its architecture and for the famous treaty. From here a line diverges along the lake to Geneva, seat of the League of Nations and birthplace of the Red Cross. Bordering each shore of the River Rhone at the western end of this charming lake, historic Geneva enjoys a beautiful view on Mt. Blanc, Europe's highest peak.

From Lausanne the main Simplon Route continues to Montreux, and to that stellar feature of Lake Leman, the Castle of Chillon; then to Bex, notable spa; to Martigny, with access to numerous Alpine resorts; to Sion, with its ruined castles; then to Brieg, northern portal of the Simplon Tunnel, and on to Domo d'Ossola (Italy), where a railroad connects again with the St. Gothard region by way of Locarno, the city that has come into international fame through a peace treaty.

Over the Lötschberg Railway, from Spiez on Lake Thun to Brieg, some of Switzerland's most beautiful scenery is traversed.

Full information on these and other routes is obtainable from the office of the Swiss Federal Railroads, 475 Fifth Avenue, New York.

France for Happy Travelers

La Belle France, gay or serious, seems especially created to make every tourist happy, no matter what are his tastes. Paris, the incomparable, is of course her universal tourist rendezvous. From the capital routes extend to varied attractions.

From Paris well-arranged excursions are available to scenes of the Great War, including the Somme, Vimy Ridge, Rheims, St. Quentin, the Marne, the Chemin des Dames, Argonne, Vosges, Verdun, etc.

For the Château Country it is best to go to Blois and Tours, from which cities excursions may easily be made to the various châteaux of Touraine.

Scenic and historic allurements draw us to central France. Here we may visit Angers, of cathedral and castle fame; Bourges, scene of one of Cæsar's Gallic campaigns; Vichy, world-famous watering place; Clermont-Ferrand, gateway to Puy de Sancy and a scenic mountain trip; Le Puy, of lace fame; Gorges of the Tarn, etc.

Mingled with delightful scenery in the Rhone Valley are Lyons, of silk fame; Vienne and Montelimar, Roman towns; Avignon, with its Palace of the Popes; Nimes and its Roman ruins.

In Alsace-Lorraine and the Vosges we find fertile plains, industrial towns, ruins of feudal castles crowning mountain tops, and such fascinating old cities as Strasbourg, Colmar, and Mulhause.

In the French Alps, the Chamonix and Mont Blanc regions are famed for their mountain grandeur and winter sports. Aix-les-Bains is a renowned health resort; Grenoble is surrounded by Alpine peaks; Combloux commands superb views of Mont Blanc.

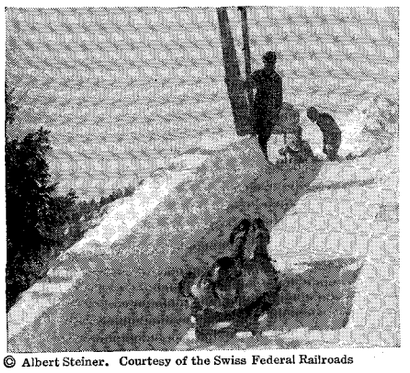
Normandy is picturesque and her castles and towns are rich in historical interest. Nature discloses seacoast rock fantasies and interior pastoral beauty. Cities such as Rouen and Dieppe exhibit architecture, Romanesque, Gothic, Renaissance. Famous resorts include Deauville, Trouville and Caen.

Brittany, mellowed by the ages and rich in antiquities, has a scenic coast; also art and architecture of the Gallo-Roman, Romanesque and Renaissance periods. Objectives include Mt. St. Michel, St. Malo, the Emerald Coast at Dinard, rocks of Ploumanach, Brest, Lorient, etc.

The Pyrenees country "entre deux mers" embraces famous wine regions, mountain scenery and the picturesque Basque Coast. Bordeaux, Biarritz, the grottoes of Betharram and sacred Lourdes should be visited. Winter sports are featured in the Pyrenees.

The Côte d'Azur of France, with its turquoise sea, olives and palms, white villas and snow-capped peaks, is one of the world's premier playgrounds. Follow its "corniches" or shore drives along its enchanting resort necklace from Mentone, Monte Carlo, Nice, Cannes, Hyères, Toulon and Marseilles. Opposite Nice in the Mediterranean are the heights, cascades, forests and rugged seashore of Corsica to enchant the visitor.

Detailed travel information amplifying these fleeting glimpses of France may be secured from steamship companies and the Official French Government Tourist Office, 4 E. 52nd St., New York; also from the International Wagon-Lits Company, 701 Fifth Avenue, New York.



© Albert Steiner. Courtesy of the Swiss Federal Railroads

● Whizzing down St. Moritz's Slide

Spain for the Unusual

New travel sensations await those who go to Spain, the land that is different.

Over night from Paris the train de luxe brings us through the Pyrenees and into unusual scenes; or, crossing the Atlantic, we may arrive by the Cadiz, Gibraltar, or Barcelona gateway. From each point of travel routes focus upon Madrid in the center of Spain. And along these routes are outstanding attractions.

Almost at the threshold of the northern approach, shores of the Bay of Biscay welcome us to San Sebastián, facing an exquisite bay sentineled by two mountains with the Pyrenees forming the background. Casinos, shore boulevards and promenades contrast with "old town" districts.

Along the coast we may continue to Santander and Oviedo. Thence, turning south, a route leads through León, where camped the Seventh Roman Legion, to Segovia, "an unmatched picture of the Middle Ages" with its huge Roman Aqueduct and other antiquities, and thence to Madrid. Or we may come to the capital directly southward from San Sebastián through Burgos, home of the Cid, soldier of the Cross and Knight of Chivalry.

Madrid, itself on a plateau of the Guadarrama Mountains, is of course the objective of all tourists. Its plazas, parks, boulevards, Royal Palace, Prado Gallery, shops, and the near-by Escorial, with its Royal Monastery and Pantheon of the Spanish Kings, offer delightful sightseeing.

Westward from Madrid we may take a trip to Portugal by through train to Lisbon. Eastward a route carries us to Barcelona, metropolis of Spain, her commercial capital, cosmopolitan and modern.

Southeast from Madrid, "in a land of balmy air, scented with flowers, orange and almond blossoms," is Valencia, "City of Joy" to the Moors and the same to modern visitors.

From Madrid due south we travel to Toledo, standing on a rocky mesa overlooking the plains, long famed for its steel blades and inlaid work.

Then on to Granada, with the thrill of exploring the world's most romantic and in many respects most beautiful building, the Alhambra, stronghold of the Moors.

In southwestern Spain are three cities of rare charm. Córdoba, ancient capital of the Moors, is renowned for its Mosque, tooled leather shops, and Roman bridge. Andalusian Seville, gay, colorful, typically Spanish, is sought for its Alcázar, Giralda Tower, Moorish Palace and flower-bedecked patios. Facing the blue Atlantic are the white buildings of Cadiz, where Hannibal fitted his ships. It is now a busy world port: Algeciras, opposite Gibraltar, is an approach to the famous rock with its mixture of British soldiers and Algerians.

All information on Spain may be obtained from the Spanish Tourist Information Office, 596 Fifth Avenue, New York; from the Spanish Royal Mail Line, and from steamship companies in the same city.

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Africa's Wonderlands

In all the world there are no lands with more diverse scenes or absorbing interest than those of Africa.

Casablanca, white against shoreline, discloses smart French officers, desert Caids, black Nubians, fascinating shops.

Motor to Rabat, rising above the blue sea, and you enter the world's famed carpet mart; also shops displaying carved woods and colored leather goods.

In the interior, Fez with its Sultan's Palace, lures to other scenes.

And then there are the adventures of the desert tours, with irresistible spell:

The Mediterranean guides us to Algiers, city of Arabs and French. Then, along the coast, Tunis, "pearl-tinted against its blue lagoon," charms with its bazaars and Souk el Attarine, famous perfume street.

Eastward the Mediterranean urges the traveler to other absorbing scenes. Alexandria is ocean gateway to Egypt, but the traveler will do well to continue to Haifa, for a visit to the Holy Land, and return to Cairo by train from Jerusalem.

In Cairo, we visit the Pyramids and Sphinx, the Mosque of Amr, the Museum of Antiquities, and the Mousky Bazaars.

Beyond stretches the mystic Nile. It may be ascended as far as Assouan in a comfortable houseboat type of steamer operated by the Anglo-American Nile & Tourist Co. Various steamer and rail combination trips are possible, including the one to Luxor and Karnak of temple fame, and those to the Valley of the Tombs of the Kings, the Temple of Philae, etc.

Africa's famous big game country, Kenya Colony, lies east of Uganda. Mombasa, of tragic past, is its ocean gateway; thence by rail to Nairobi, famous outfitting headquarters. Beyond Nairobi a train trip leads to Lake Victoria, whose vast outflow at Ripon Falls gives birth to the Nile. From the equator rise the majestic summits of the Mountains of the Moon.

Continuing southward into Tanganyika, game country, the traveler comes upon Lake Tanganyika. Rail connection is made here with Dar-Es-Salaam on the coast, near Zanzibar, isle of cloves.

The route southward enters and crosses Northern Rhodesia. For many miles the roar of the world's mightiest cataract, Victoria Falls, Zambesi River, may be heard. Southern Rhodesia brings us Bulawayo, rail junction for Congo and East Africa, with the grave of Cecil Rhodes and the mysterious Great Zinbabwe Ruins, 250 miles distant.

Here is the threshold of the Transvaal. Beyond lies the Union of South Africa.

Pretoria, capital of the Union, is the Transvaal's rail center. Johannesburg is the gold city of South Africa. Kimberley is "The City of Diamonds." Pietermaritzburg, capital of Natal, is a tourist center. Coastal cities include: Lourenço Marques, capital of Portuguese East Africa, with seaside attractions; Durban, facing an exquisite bay with villa suburbs and tropical flowers; East London, great port; Port Elizabeth, famed for its sea bathing, ostrich market, hot springs; Mossel Bay, charming seaside resort, and Cape Town, "The Mother City," sentineled by Table Mountain, and Lions Head, world-famous Metropolis.

For information on South Africa, prospective tourists should consult the South African Government Offices, 11 Broadway, New York. For tours through Morocco, Algeria and Tunisia, consult the French Line, 19 State St., New York, and for all of Northern Africa, tourist agencies and transatlantic steamship lines.

A special editorial article on the subject of passenger air transport, entitled "American Air Travel Quadrupled," will be found on page 16 of this issue.

Current Events

Foreign

December 3.—Mrs. H. D. Hayward, an American missionary, and Miss E. Gommersall, her nurse, are released by Chinese bandits who had kidnaped them.

Under the chancellorship of Dr. Otto Ender, Christian Socialist, his party, and the Peasant and Pan-German parties form a coalition government for Austria.

December 4.—Following an attack on its domestic and foreign policies, the Tardieu Ministry is defeated in the French Senate by eight votes, and the Cabinet resigns.

An earthquake in Burma kills sixty-seven people.

December 5.—Scores die from a strange malady which accompanies a heavy fog settling over the valley of the Meuse River, near Liege, Belgium.

Former Premier Lloyd George announces that the Liberal party will not attempt to oust the British Labor Government unless some "absolutely vital issue" makes it necessary.

December 6.—Sir Oswald Mosley, Laborite, issues a statement on behalf of himself and sixteen other members of the House of Commons, demanding that an emergency Cabinet of five members be created to extricate Great Britain from its present economic plight.

The Reichstag refuses, 292 to 254, to dissolve President Von Hindenburg's decree to enforce the Government's fiscal and economic measures under the emergency provisions of the Federal Constitution.

December 7.—Five engineers charged with plotting against the Russian Soviet Government are sentenced to death by a Moscow court, and three are sentenced to prison terms.

December 8.—The sentences of death imposed on five Soviet engineers for alleged conspiracy against the Russian Government are commuted to ten years' imprisonment, and the ten-year sentences imposed on three others are reduced to eight.

The task of forming a new French Cabinet is given to Senator Pierre Laval.

December 9.—The Preparatory Disarmament Commission ends, having finished the framework of a treaty for limitation of all forms of armament, which is to be filled in and made operative by a world conference to be held in 1932, the first of its kind ever to be called together.

Domestic

December 3.—President Hoover submits to Congress a budget of $4,667,845,468, the largest peace-time budget in the history of the nation. The President states that existing conditions do not warrant continuation of the 1 per cent. income-tax reduction of last year, and emphasizing again the estimated Treasury deficit of $180,000,000 on June 30 next, advises that appropriations to lessen unemployment should not be made after the next six months.

William Green, President of the American Federation of Labor, estimates that the number of persons out of work, exclusive of farm laborers and office workers, had increased 360,000 in November to 4,860,000 in the country as a whole.

John D. Rockefeller and John D. Rockefeller, Jr., give $1,000,000 to the unemployment fund being raised by the Emergency Employment Committee of New York City.

December 4.—In a special message, President Hoover urges Congress to appropriate $150,000,000 to be distributed under his direction among the Federal departments as an emergency fund to speed up employment.

December 5.—The House rejects, 106 to 54, an amendment to the Treasury supply bill, offered by Representative Linthicum, to limit denaturants used by the Bureau of Industrial Alcohol to non-poisonous ingredients.

The Senate Agricultural Committee votes favorably on the McNary bill calling for a $60,000,000 fund to aid the drought regions as against President Hoover's recommendation for a fund of $25,000,000.

December 6.—The Interstate Commerce Commission orders the Pennsylvania Company, a non-operating subsidiary owned by the Pennsylvania Railroad Company, to divest itself within six months of its 48 per cent. stock ownership of the Wabash Railroad and 30 per cent. ownership of the Lehigh Valley, an aggregate investment of $106,592,757.

The House Committee on appropriations votes to cut to $110,000,000 the unemployment relief fund of $150,000,000 recommended by President Hoover, and the House Committee on Agriculture votes a bill carrying $25,000,000 for drought relief and $5,000,000 for storm-area aid, half of the fund already recommended.

December 7.—Former Judge Ben. B. Lindsey of Denver, advocate of companionate marriage, is ejected from the Cathedral of St. John the Divine, New York City, on charges of disturbing public worship when Bishop Manning denounced Judge Lindsey's teaching of what the Bishop described as "free love."

Dr. William E. Barton, Congregational minister, and one of the foremost American authorities on Lincoln, dies in a hospital in Brooklyn. He was sixty-nine.

December 8.—President Hoover sends a supplemental estimate to the House, asking the appropriation of an additional $150,000,000 of the $500,000,000 revolving fund of the Federal Farm Board, authorized by the special session in 1929 for the relief of agriculture.

The Senate confirms the nomination of William N. Doak to be Secretary of Labor.

The National Temperance Council, meeting in Washington, adopts a resolution opposing the submission of any amendment repealing or weakening the Eighteenth Amendment, or any referendum having the same object.

December 9.—The House passes the $110,000,000 emergency fund bill for public construction, and the Senate votes an authorization of $60,000,000 for relief in the drought area.

President Hoover issues a statement saying that the sums he has recommended for government expenses and for emergency relief, are the maximum which can be financed without increase in taxes, and that "prosperity can not be restored by raids on the public treasury." He warns against those who are "playing politics at the expense of human misery."

The Methodist Board of Temperance, Prohibition and Public Morals unanimously passes a resolution opposing a referendum on the Eighteenth Amendment.

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THESE companies were created to acquire and hold as investments, enough of the securities of the Insull Group of Public Utility Properties to insure continuity of policy and management throughout the Group. As stated by Samuel Insull, their founder, they were organized "to establish some rallying point of ownership and friendship for the various companies with which my name is associated."

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INSULL UTILITY INVESTMENTS, INC.

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INVESTMENTS AND FINANCE

Putting Up Steel Prices to Start Up Business

A STIMULATING stabilizer is given to business by the announcement of an advance in steel prices by leading producers.

Perhaps, suggests the New York *World*, this sign of hardening prices after the prolonged recession is a good thing for trade and industry. We are reminded by the New York paper that in past years "price stabilization in the steel industry after a period of declining activity has frequently been the forerunner of business improvement."

Financial writers generally welcome the psychological effect of the announcement. Big steel companies like those starting this movement do not make idle gestures of this sort, declares a Pittsburgh correspondent of the Consolidated Press.

The initial increase of a dollar a ton on certain important finished steel products, effective next month, was announced first by the Carnegie Steel Company—a United States Steel Corporation subsidiary—and it was quickly echoed by Bethlehem Steel, Inland Steel, Youngstown Sheet and Tube, and other leading makers.

The new prices, as a New York *Times* writer notes, vary according to the location of the producer, but they amount roughly to one dollar a ton everywhere. There had been hints, continues this writer, that if higher prices were not obtained for steel, it might become necessary to reduce wages. The contention has been made, it seems, that slack conditions in the steel industry are due largely to price uncertainties. In other words, "it has always been the experience of steel producers that consumers delayed purchases as long as there was a prospect of lower prices, whereas any firmness in the price structure tends to encourage buying." To quote *The Times* further:

> Wall Street anticipates that steel, as in the past, will prove a reliable business barometer, and if it does, the present price increase may foreshadow a gradual recovery in business. It is recalled that, in the past, price stabilization in the steel industry has been followed by wide-spread business improvement. This has been particularly true, it is remembered, where the establishment of minimum prices was followed by a definite price advance.

THE subtle objective of the steel makers in pushing up prices is "a new psychology in business," declares Paul Willard Garrett, financial editor of the New York *Evening Post*, who explains:

> In times past prospective purchasers of steel in depressions like this have seldom rushed into the market for that commodity so long as its price was declining or moving along a low horizontal line.
>
> Purchasers do not convince themselves that the time to buy is at hand until they see through a turn in prices that the forward movement has been resumed.

Rightly or wrongly the steel makers believe that bottom has been reached. Competition in many instances has driven the quotation on raw materials down below the cost of production.

Through raising their prices now, the steel makers seek not an increase in immediate profits but rather to arouse buyers to the belief that it is time to come aboard the band-wagon.

BUT it would be parodoxical to call the price increase a move to stimulate trade, observes the Philadelphia *Bulletin;* "it would be more accurate to describe the action of the steel producers as an arrangement to profit by a stimulation of trade which they foresee."

Because sixteen steel companies control from ninety-five to ninety-eight per cent. of the output, informal understandings can maintain a price rise in steel, in spite of the antitrust laws, according to the Editorial Research Reports of Washington, to an extent impossible in other industries.

In the United States Senate talk of strengthening the antitrust laws is heard, nevertheless, and Senator Norris of Nebraska makes this vigorous statement:

> At a time when public and private building construction is being hastened to aid unemployment, on the eve of a period when it is generally understood that we are going to require larger amounts of steel, when every one is uniting to provide relief, this combination of steel corporations shows its patriotic feeling by increasing prices.
>
> Wrapping the American flag about them and proclaiming their patriotism from the housetops, they then go down and meet and raise the price.
>
> They are mocking the public.
>
> It looks to me like a violation of the antitrust laws, and I hope the department of justice will look into it.

COMES an emphatic reply to this from the steel-making center of Pittsburgh, in a signed statement by publisher Paul Block in his Pittsburgh *Post-Gazette:*

> The steel companies have tried every expedient to increase their volume so that they can keep their mills busy and more people at work.
>
> They tried price cuts, but these failed to have the desired effect. Mill operations dropt from eighty per cent., or thereabouts, to sixty, and now to below fifty. Many purchasers have been holding back, waiting for the "bottom" to be reached.
>
> The action of the companies now indicates that they can not afford to cut lower, and do not intend to do so.
>
> The steel companies get their raps, and sometimes deserve them. But in this instance, the demagogic oratory is unjust.
>
> Steel at the price quoted will not earn any fancy profits, but it may speed operations and keep more men employed at present wages.
>
> That is in accord with the general policy that has been urged upon business leaders of the nation.

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Santa Claus and the Stock Exchange

YES, there is a Santa Claus.

And even in this year of 1930 A. D. (Acute Depression) some people have faith that he will climb down the Stock Exchange's chimney, if it has one, and pass out cash gifts to all good little investors and margin martyrs.

Whose stock(ings) will he turn to?

Doubt exists in Wall Street, we are told by Leslie Gould, financial editor of the New York *Evening Journal*, as to "just who—the bulls or the bears—will have the full stocking this year."

But in the last twenty years, Mr. Gould points out, "there has been a rising stock market on all but three Christmases."

"The bears had stocks sliding off in 1918, the year the war ended; in 1921, a year of depression, and in 1926, the year just preceding a period of slower business."

And then Mr. Gould gives us this review of other Christmas markets:

Altho few will remember, because of the crash in stock prices last fall, Christmas of 1929 saw the start of the recovery in stock-market prices that carried right through, except for two minor setbacks, to the middle of April this year.

The advance started just five days before Christmas, and by the middle of April more than $63 had been added to the average price of thirty industrial stocks.

In 1928 the advance got under way earlier—starting on the 8th of December—but it only carried through New Year's Day. The average industrial price on the Stock Exchange gained nearly $50. In 1927 the rise started on December 8—the same as in 1928—and extended to January 3. The average advance, tho, was only $10.

The bears started the market sliding off on December 18 in 1926, and the decline did not stop until the 25th of January. The average loss was slightly less than $9.

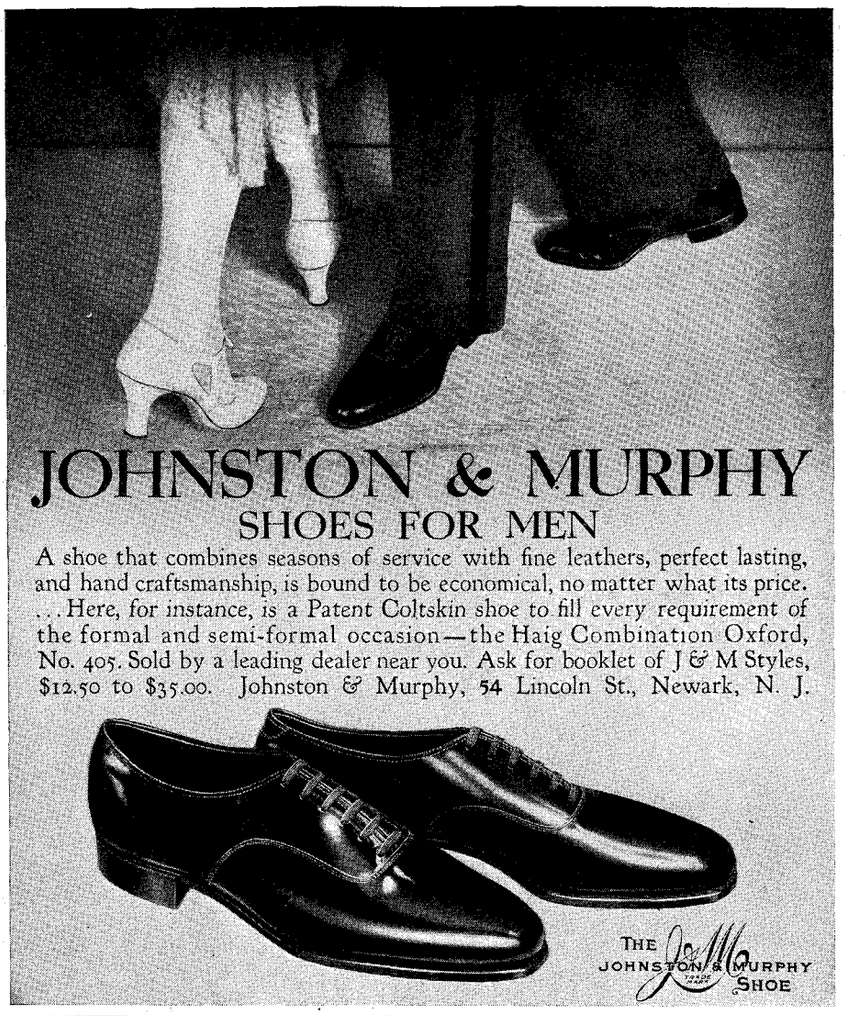
The advance in 1925 started around Thanksgiving and lasted until the 9th of January, and in 1924 it started around the middle of October and extended through to January 22.

The 1924 upturn was a fairly broad one. The upturn in 1923 got under way toward the end of October and carried over to January 11, while in 1922 it started around Thanksgiving and extended into the last week of March, 1923.

In the year of 1921—two years after the stock market had soared to record heights—a decline in stock prices commenced around the middle of December and culminated on the 10th of January. The decline was a dribbling affair tho, and not a great deal of ground was lost. The same was true in 1918, when the market started to sag on December 10. There was no reversal to this drooping trend until the following February.

In 1920 the market rallied on December 21, and this held until the middle of February, and in 1919, when the post-war bull market reached its climax in November, a rally after the November dip was started on the 22d of December. This only carried over New Year's Day.

In 1917 and 1916 the market staged a fairly smart recovery over the Yule-time holidays, but in 1915 the bears took the play away from the bulls two days after Christmas.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THE JOHNSTON & MURPHY SHOE

PUNK...?

WHEN YOUR FIRST CIGARETTE ON A NEVER-AGAIN MORNING SEEMS LIKE SO MUCH PUNK... AND YET YOU'D LIKE A SMOKE ...REMEMBER THAT ONE GREAT CIGARETTE WHICH SYMPATHIZES AND SOOTHES WITH OLD-FASHIONED TOBACCO ENJOYMENT.

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THE SPICE OF LIFE

(TITLE REGISTERED IN U. S. PATENT OFFICE)

Hunting the Snark.—Out in Hollywood they pick a title and then make a play for it. The same system is used by some American heiresses when they go abroad.—*Judge.*

Irresistible.—"Did you see that charming girl smile at me?"

"Yes, the first time I saw you, I, too, had to smile."—*Der Wahre Jakob (Berlin).*

House-Broken.—"And has she made him a good wife?"

"I don't know. But I do know she has made him a very good husband."—*Brooklyn Eagle.*

When the Diaphragm Quakes.—One begins to see a certain resemblance about that passport photograph after twelve hours at sea.—*Everybody's Weekly.*

Is This Service?—LADY—"Can you give me a room and bath?"

CLERK—"I can give you a room, madam, but you will have to take your own bath."—*New York National Guardsman.*

Get a Muzzle.—FRIEND—"Whom does your little son look like?"

HAPPY FATHER—"His eyes are mine, the nose is my wife's, and his voice, I think, he got from our auto horn."—*R. R. News.*

Collecting Himself.—WAITER—"Mr. Brown's left his umbrella again. I believe he'd leave his head if it were loose."

MANAGER—"I dare say you're right. I heard him say only yesterday he was going to Switzerland for his lungs."—*Pathfinder.*

Cheer for the Chicken-Hearted.—"I'm afraid of my wife," the timid citizen complained to his lawyer. "Why, she's even threatened to attack me with an ax."

"Huh! Why worry? Did you ever see a woman try to chop a stick of wood?"—*Philadelphia Star.*

Gates Ajar.—"Do you wish the court to understand that you refuse to renew your dog license?"

"Yes, your worship, but—"

"We want no 'buts.' You will be fined. You know the license has expired."

"Yes, and so has the dog."—*Optimist.*

Naughty, Naughty!—DUBIOUS PERSON—"I've been getting threatening letters through the mail. Isn't there a law against that?"

POST-OFFICE INSPECTOR—"Of course there is. It's a very serious offense to send threatening letters. Have you any idea who's doing it?"

DUBIOUS PERSON—"Sure. The Woofus Furniture Company."—*Life.*

Be Yourself!—FIRST CO-ED—"Is anybody looking?"

SECOND CO-ED—"No."

FIRST CO-ED—"Then we don't have to smoke.' —*New York State Lion.*

New-Style Judgment Day.—

Talk about excitement
To make the people look up,
Wait 'til Gabriel trumpets
On a nation-wide hook-up.

—*Florida Times-Union.*

Quick Getaway.—"Yes, I heard a noise and got up, and there, under the bed, I saw a man's leg."

"Good heavens! The burglar's?"

"No; my husband's. He'd heard the noise, too."—*Capper's Weekly.*

Wife (to amateur paper-hanger): "George, I don't know how you expect it to go flat; you've made the paste with self-raising flour!"

—"The Passing Show" (London).

Unspanked Babe.—FRIENDLY GOLFER (to player searching for lost ball)—"What sort of a ball was it?"

CADDIE (butting in)—"A bran' new one—never been properly 'it yet!"—*Bystander (London).*

A Bit Shiny, Old Top.—GIRL (to companion)—"I like a man's suit to match his hair—brown hair, brown suit—black hair, black suit—"

BALD MAN—"And what suit for me?"—*Lustige Zeitung (Cologne).*

Easier to Take.—An investigation by the New Jersey Board of Pharmacy reveals that many druggists are filling prescriptions with inferior ingredients. One remedy would be a law forcing all drug stores to get a new ham and a new chicken on the first of every month.—*Life.*

Pass the Ketchup.—"Some people would kick anywhere but in a football game," snorted the restaurant proprietor. "I can't see what them epicures has got to complain about with this soup."

"They wouldn't have no grouch coming, sir," explained the waiter, tactfully, "if only the cook would admit it's soup. He says it's coffee."—*Brooklyn Eagle.*

Slips That Pass in the Night

Within the Reach of All.—

Try One of Our 50 Cent Punctures.

—*Sign on a gas station in Glendale, Calif.*

On the Job.—

BIRTHS

Mr. and Mrs. Wm. P. Stork, son.

—*Carrollton (Mo.) paper.*

Showing the White Feather.—

HUNGARIAN PARTRIDGES
DARE NOT BE SHOT

—*Hazelton (Pa.) paper.*

Taking the Hint.—Judge Boyd told Ginn to "take the affidavit and go to hell." So Ginn and Fuller went to Austin to the Court of Criminal Appeals.—*Houston Press.*

Human Ostrich.—She likes double malted milks, pee-wee golf, and "any kind of food that's cooked property."—*Los Angeles Examiner.*

New Style.—Her veil of rose-point lace, made especially while in Venice, was caught cap fashion to her heir with fragrant orange blossoms.—*Alabama paper.*

Warrior of Two Elements.—Arrangements are complete for the lecture by Count Felix Von Luckner, one of Germany's greatest aviators during the World War, when he shot down probably more Allied air craft than any other German sea captain.—*Wisconsin paper.*

Hatching Something?—

HOOVER ATTENDS CHURCH,
SETS IN WILSON PEW

—*Reading (Pa.) Times.*

Popular Alibi.—All male persons between the ages of twenty-one and sixty, except those incapable of earning a support from being married or otherwise disabled.—*Spartanburg Herald.*

Mussing up the Feathers.—Ben Stanfel, Randolph County, is a practical example of the large number of Alabama farmers who are finding that poultry properly massaged is a profitable side-line to cotton.—*Birmingham News.*

If Not Asleep.—At four o'clock Prof. S—— P—— will give a lecture recital for the entertainment of the members, his subject being "Chromatic Fantasie and Fugue and Bach." The ladies who attend and hear Mr. P—— will consider themselves fortunate when he shall have finished.—*Oneonta (N. Y.) Star.*

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